

DOUGLAS AIRCRAFT CO., INC.
DC-8 SIXTY SERIES
MAINTENANCE MANUAL

ACCESSORY COMPARTMENTS - DESCRIPTION AND OPERATION

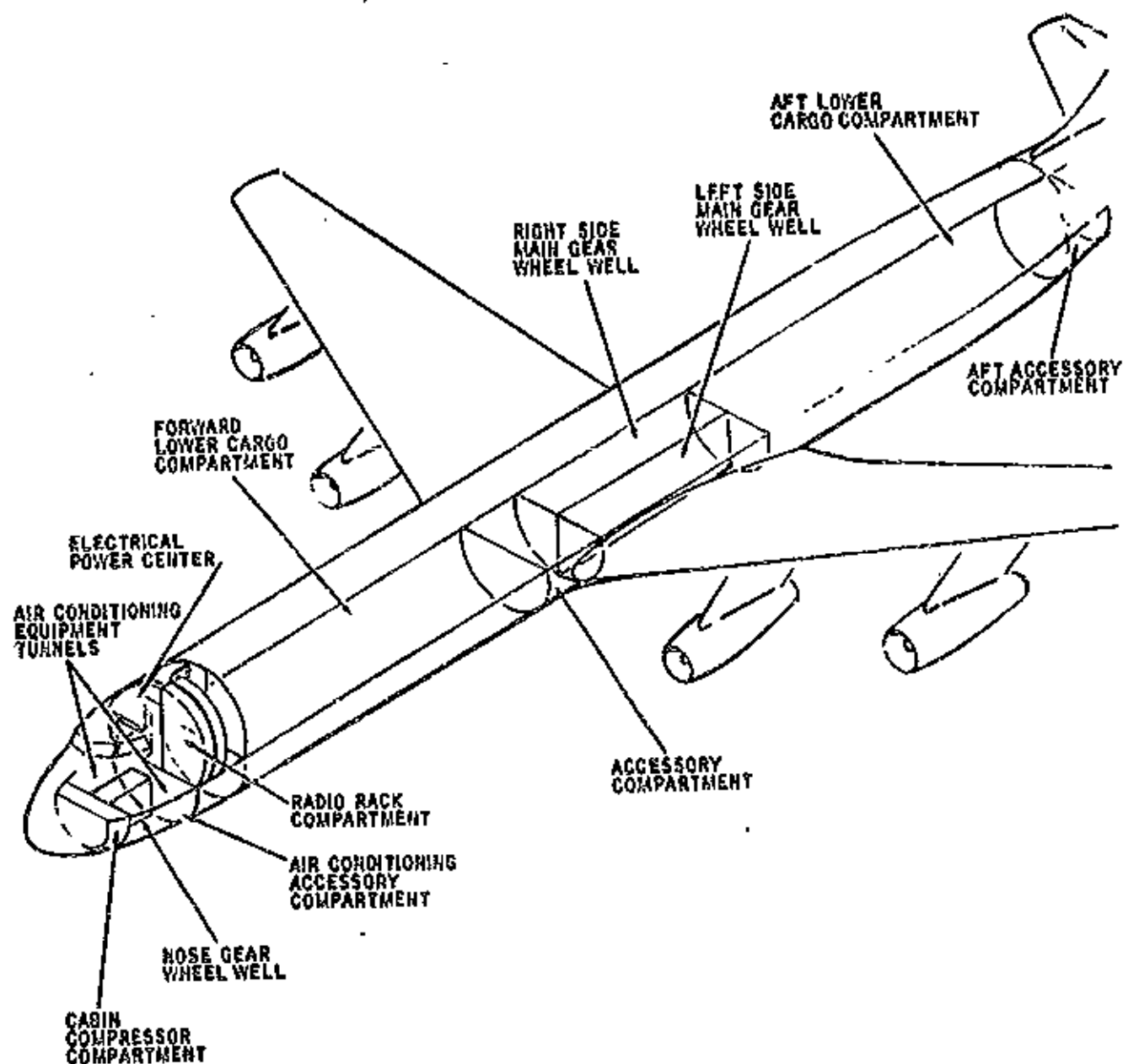
1. Description

- A. The accessory compartments include electrical/electronic compartments, landing gear wheel wells, air-conditioning and cabin compressor compartments, and an aft accessory compartment.
- B. Electronic components are located primarily in the radio rack in the aft left side of the flight compartment. The radio rack houses electronic components such as flight recorders, transceivers, computers, compasses, weather radar, receivers, etc., and is ventilated with cooling air from the passenger compartment air-conditioning system.
- C. The electrical power center is located in the flight compartment just aft of the flight engineer's station and contains the systems engineer's control panel, the EPC circuit breaker panel, equipment panels, control panels, switches, and other electrical components used in the various systems of the airplane. These panels provide a central location for most of the relays, timers, and amplifiers used in the electrical system.
- D. The main gear wheel wells are located in the lower segment of the fuselage below the wing center section. The wheel wells house the main landing gear, when retracted, and additional hydraulic system components, such as reservoirs, filters, accumulators, pressure gages, pumps, and service panels. The inboard wheel well doors can be opened while the airplane is on the ground for easy access to the hydraulic components. Shields, in each of the main wheel wells, protect the components from damage in case of tire blowout. The shields are hinged for easy access to components in the wheel wells.
- E. The nose gear wheel well located in the forward lower section of the fuselage, houses the nosewheel, when retracted, and other components such as control valves, accumulators, and landing lights, and provides access to the forward accessory compartment door. The forward nose gear doors can be opened for easy access to the wheel well when the gear is extended. The main and nose gear wheel wells are equipped with lights controlled by a switch located in the external power receptacle panel.
- F. The cabin compressor compartment is located forward of the nose gear wheel well, the pressurized air-conditioning accessory compartment is located aft of the nose gear wheel well, and the air-conditioning equipment tunnels are located on either side of the nose gear wheel well. The compartments are below floor level and house the air-conditioning and cabin compressor equipment.
- G. The aft accessory compartment is located aft of the aft lower cargo compartment, forward of the aft passenger compartment bulkhead, and below floor level. The compartment contains the pressurized water system tank and accessories, toilet waste system lines and valves, cabin air outflow valves, tail assembly deicing ducts, and miscellaneous components.

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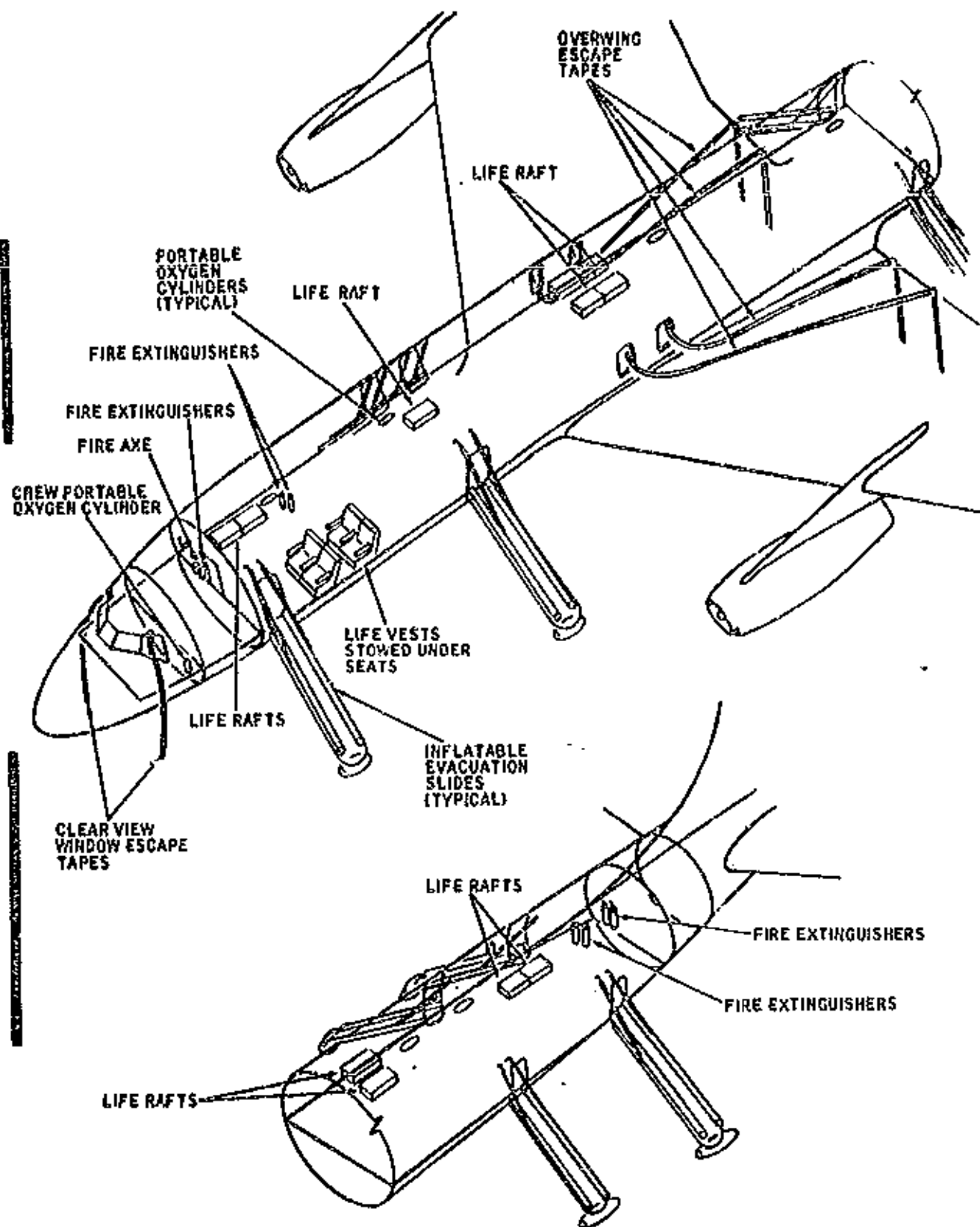
DOUGLAS AIRCRAFT CO., INC.
DC-8 SIXTY SERIES
MAINTENANCE MANUAL

EMERGENCY - DESCRIPTION AND OPERATION

1. Description

- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable-type evacuation slides are installed in the passenger compartment; one at each passenger entrance door, galley service door, and type I emergency exit. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle.
- C. Liferafts are installed in compartments in the passenger compartment area. The rafts are located in the forward galley drop ceiling area, in stowage racks at the overwing emergency exits, in stowage racks at the aft type I emergency exits, and in the aft galley drop ceiling area. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access to the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed in the stowage rack forward of the aft galleys, lifevests stowed under a passenger and crew seat, a fire ax stowed in the flight compartment cootroom, and fire extinguishers stowed in the galleys and flight compartment cootroom. Portable oxygen cylinders are stored in the overhead racks for the passengers and in the flight compartment for the crew.

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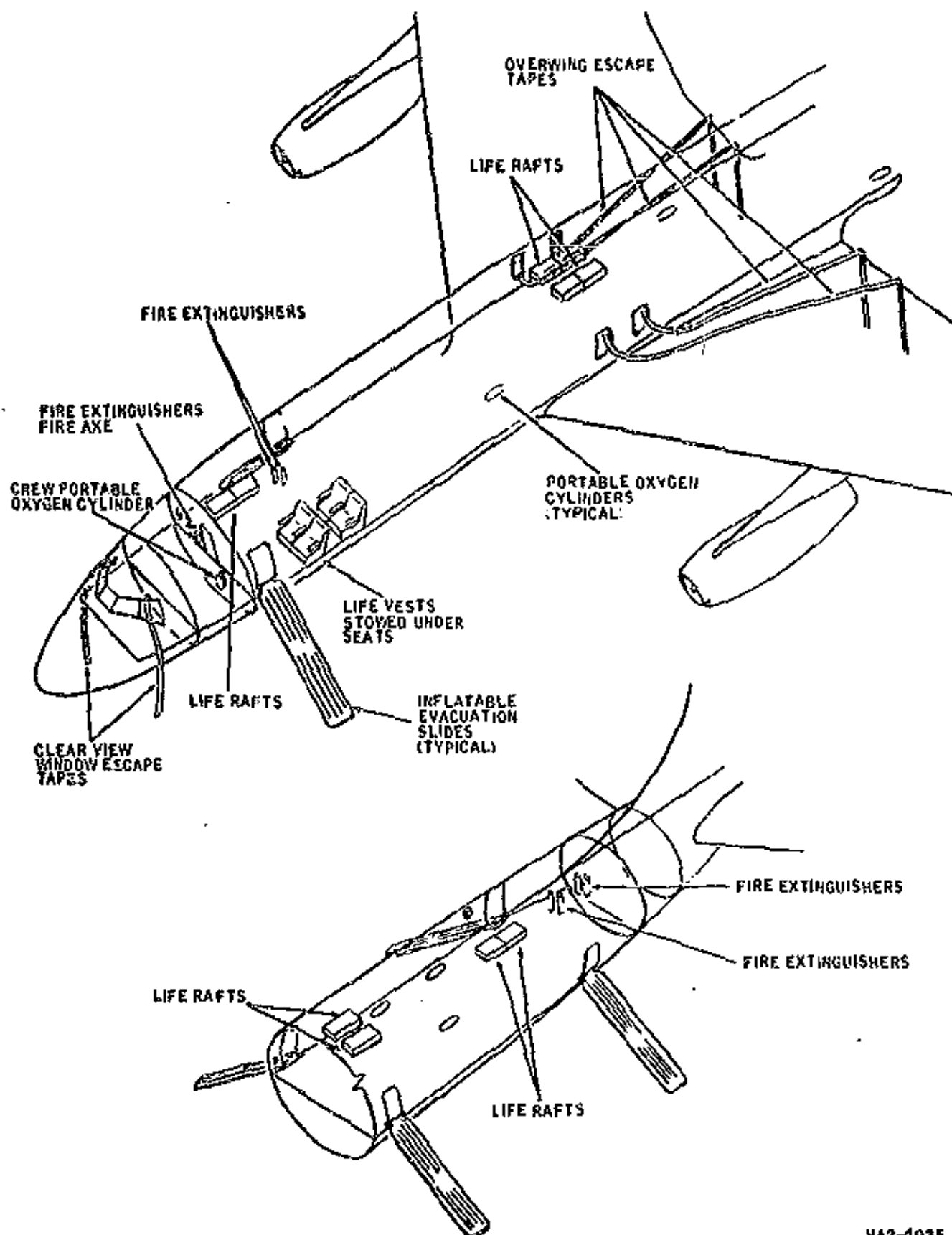
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MAINTENANCE MANUAL

EMERGENCY - DESCRIPTION AND OPERATION

1. Description

- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable-type evacuation slides are installed in the passenger compartment, one at each passenger entrance door, galley service door, and type I emergency exit. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle.
- C. Liferrafts are installed in compartments in the passenger compartment area. The rafts are located in the forward galley drop ceiling, in the center fuselage drop ceiling, in the aft mid-fuselage drop ceiling, and in the aft galley drop ceiling. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access to the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed in the stowage rack forward of the aft galleys, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment coatroom, and fire extinguishers stowed in the galleys and flight compartment coatroom. Portable oxygen cylinders are stored in the overhead racks for the passengers and in the flight compartment for the crew.

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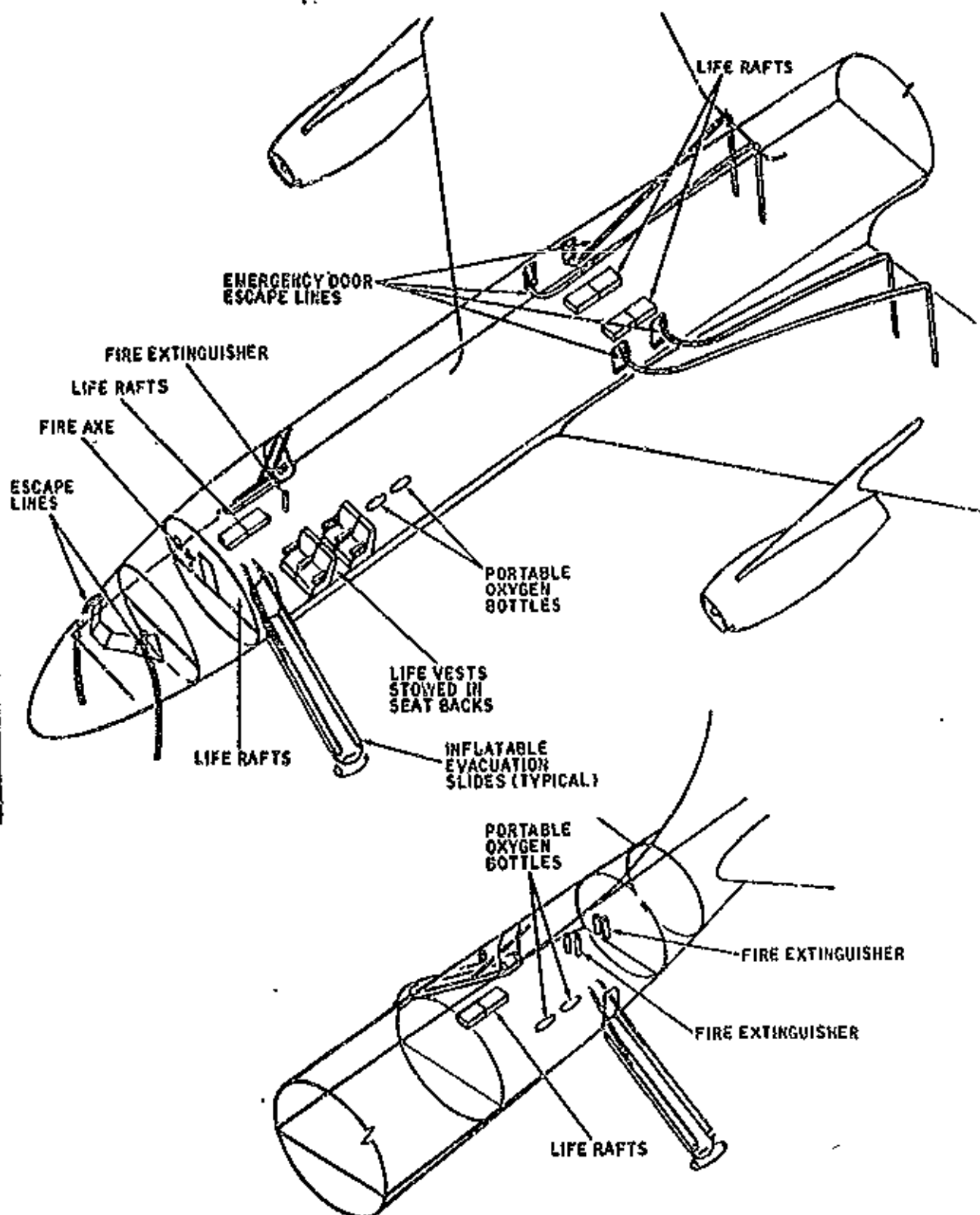
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EMERGENCY - DESCRIPTION AND OPERATION

1. Description

- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires..
- B. Inflatable-type evacuation slides are installed in the passenger compartment; one at each passenger entrance door and galley service doors. Each slide is installed in a container mounted on the inside of each door. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening door. The slides then are inflated by pulling the inflation handle.
- C. Liferrafts are installed in compartments in the passenger compartment area. The rafts are located in the forward drop ceiling, in the center drop ceiling, and in the aft drop ceiling. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access to the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed on the shelf in the coatroom between the forward lavatory doors, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment coatroom, and fire extinguishers stowed in the passenger compartment and flight compartment coatrooms. Portable oxygen cylinders are stored in the overhead racks for the passengers and in the flight compartment for the crew.

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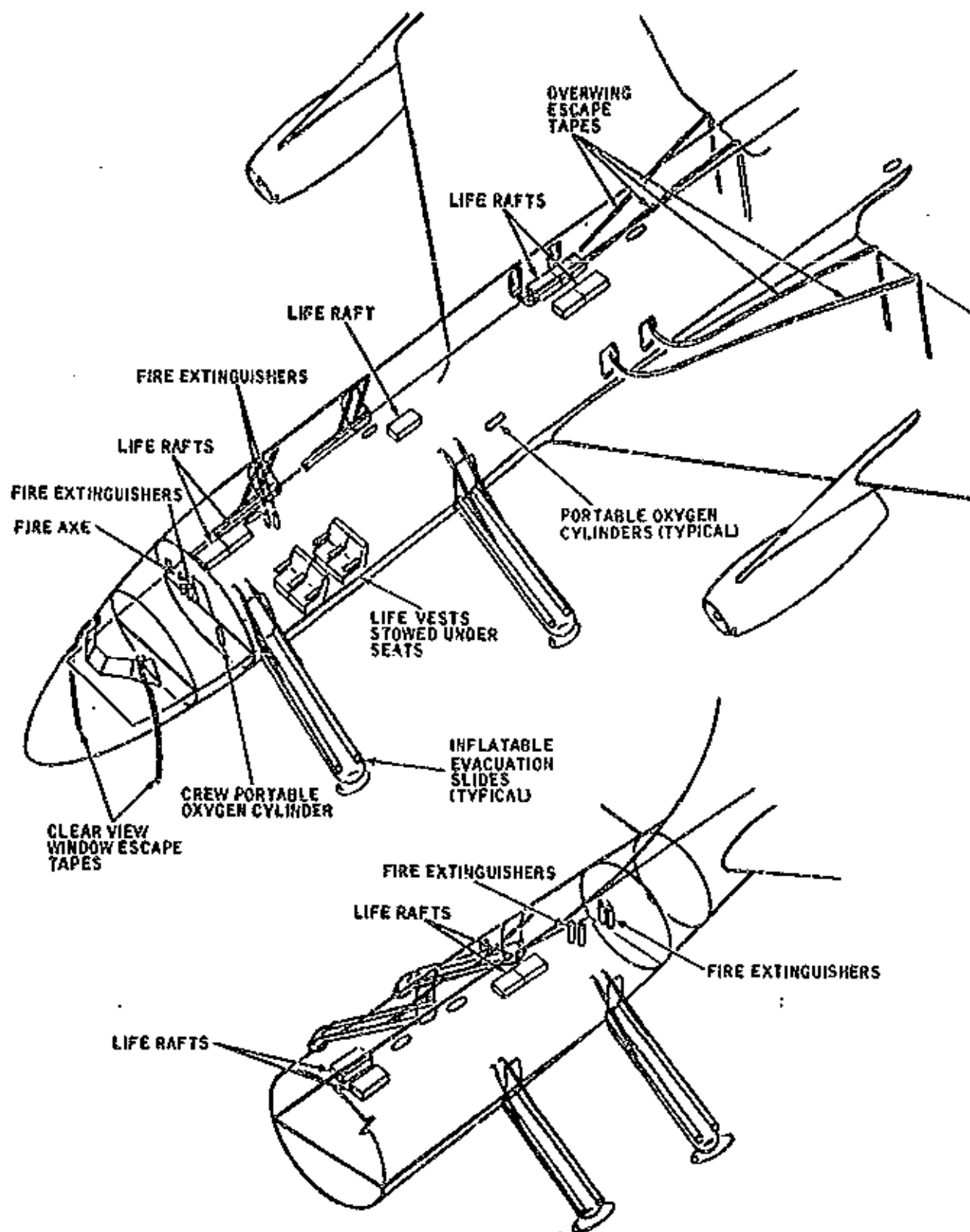
DOUGLAS AIRCRAFT CO., INC.
DC-6 SIXTY SERIES
MAINTENANCE MANUAL

EMERGENCY -- DESCRIPTION AND OPERATION

1. Description

- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable-type evacuation slides are installed in the passenger compartment; one at each passenger entrance door, galley service door and type I emergency exit. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle.
- C. Liferrafts are installed in compartments in the passenger compartment area. The rafts are located in the forward drop ceiling, in the center drop ceiling, and in the aft drop ceiling. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungs are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access to the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed on the shelf in the coatroom between the forward lavatory doors, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment coatroom, and fire extinguishers stowed in the passenger compartment and flight compartment coatrooms. Portable oxygen cylinders are stored in the overhead racks in the passenger compartment for the passengers and in the flight compartment for the crew.

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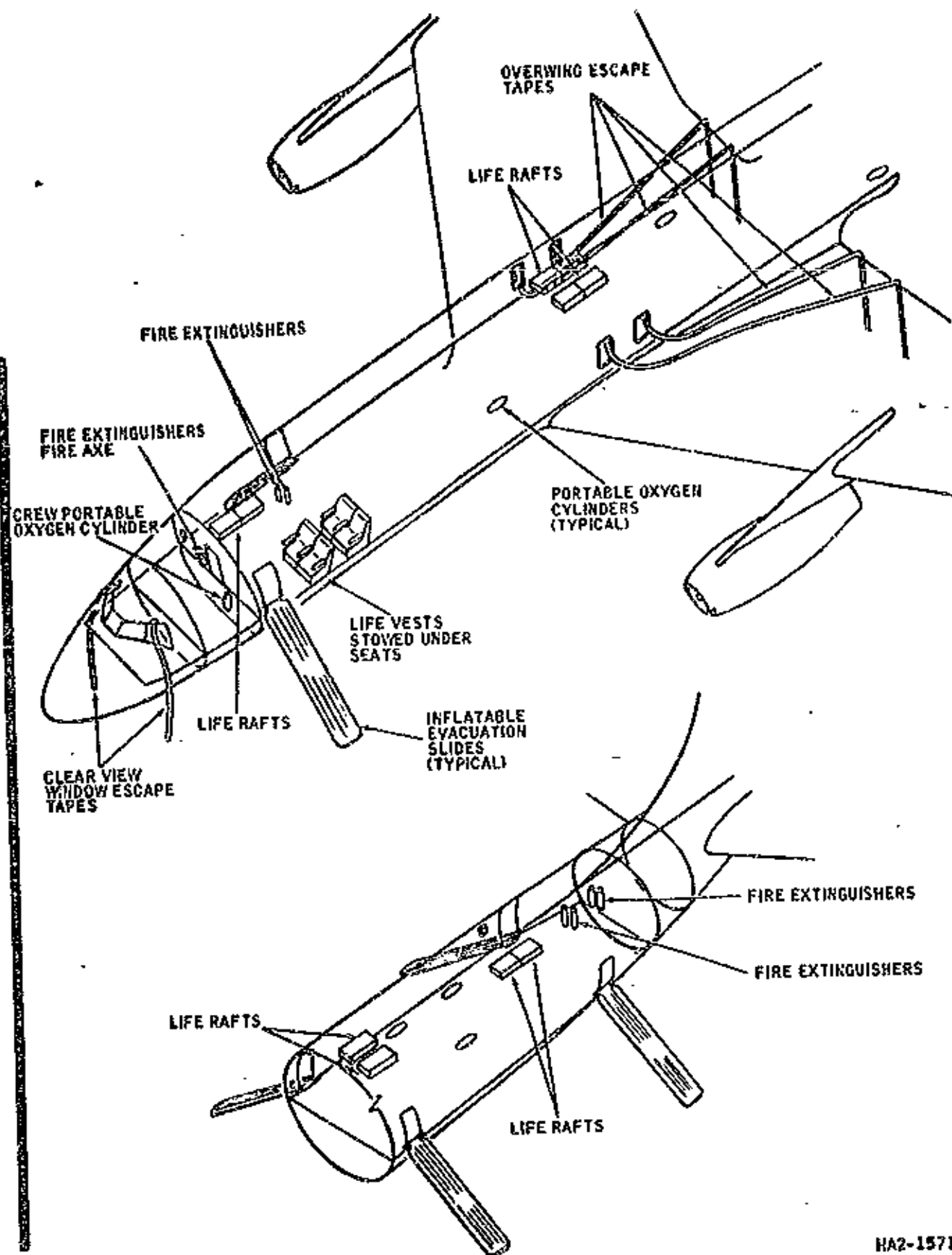
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EMERGENCY - DESCRIPTION AND OPERATION

1. Description

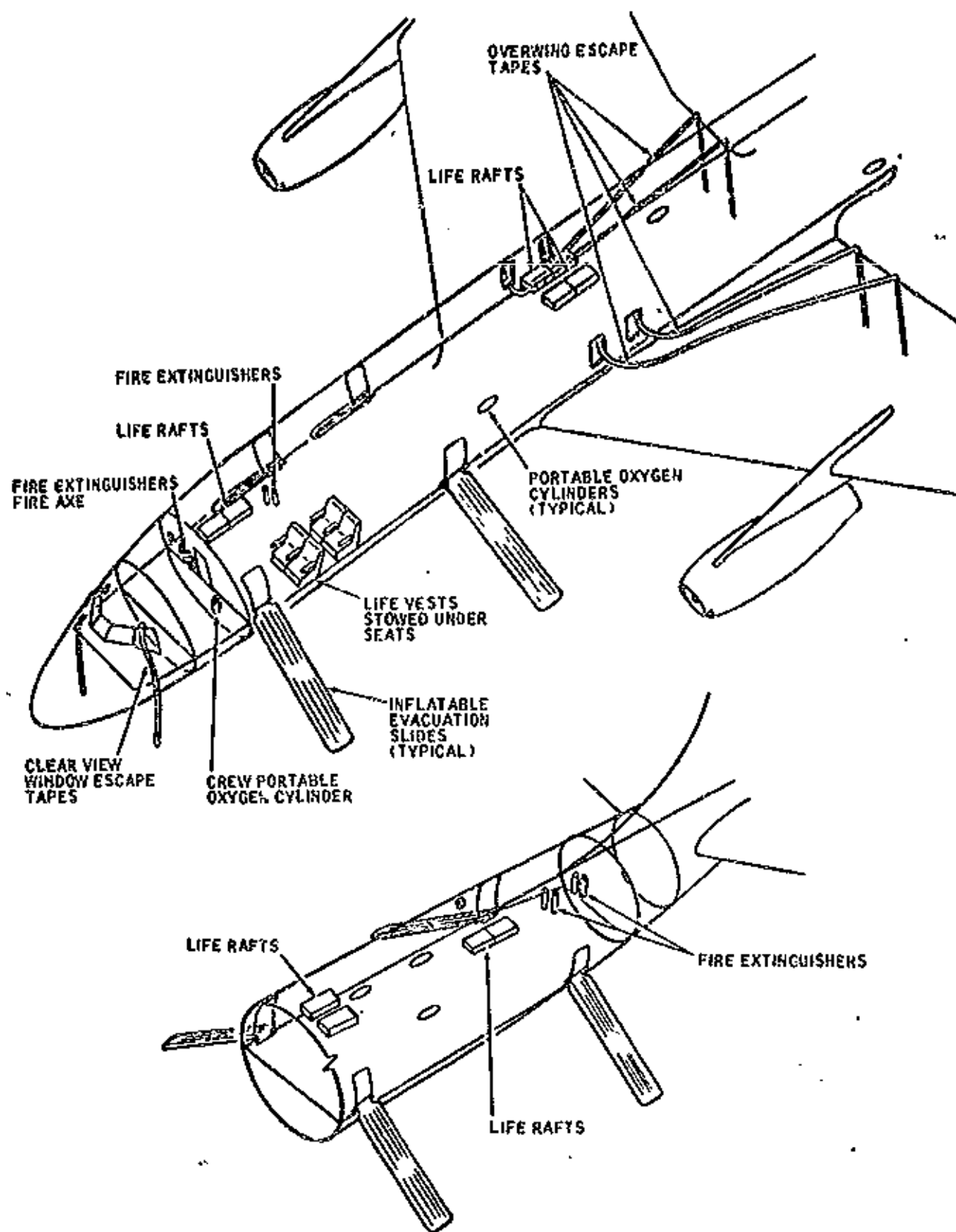
- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable-type evacuation slides are installed in the passenger compartment; one at each passenger entrance door, galley service door, and type I emergency exit. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle.
- C. Liferafts are installed in compartments in the passenger compartment area. The rafts are located in the forward galley drop ceiling, in the center fuselage drop ceiling, in the aft mid-fuselage drop ceiling, and in the aft galley drop ceiling. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access of the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out of the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed in the stowage rack forward of the aft galleys, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment coatroom, and fire extinguishers stowed in the galleys and flight compartment coatroom. Portable oxygen cylinders are stored in the overhead racks for the passengers and in the flight compartment for the crew.

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Emergency Equipment
 Figure 1 (Sheet 2)

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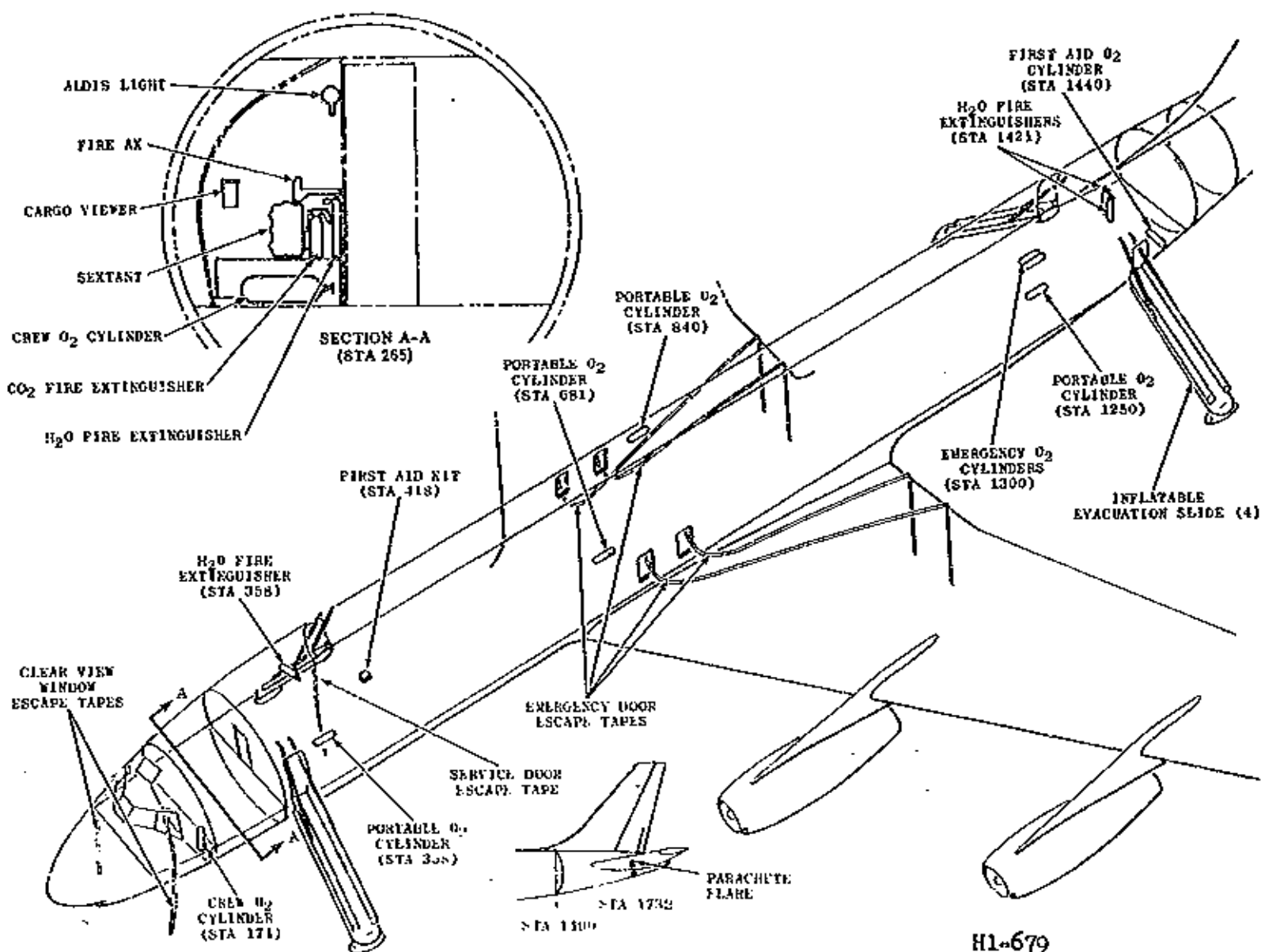
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EMERGENCY - DESCRIPTION AND OPERATION

1. Description

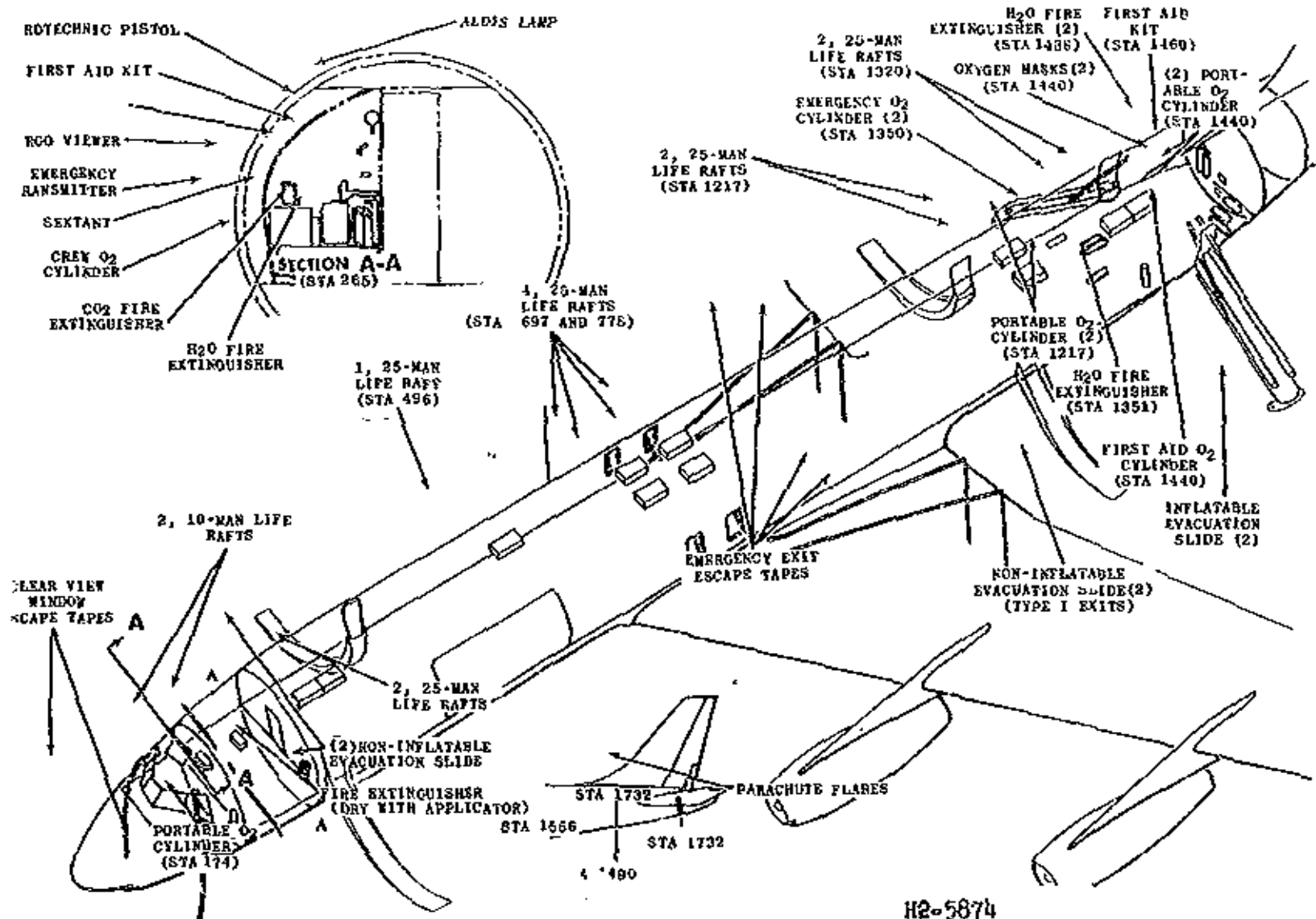
- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable-type evacuation slides are installed in the passenger compartment; one at each passenger entrance door, galley service door and type I emergency exit in the DC-8-60. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle. In the DC-8/8F-50 (passenger) there are four inflatable evacuation slides in ceiling stowage compartments, one above each passenger entrance and galley service door. The DC-8F-50 (passenger/cargo) has two inflatable slides, one above each aft passenger entrance and galley service door.
- C. Liferafts are installed in compartments in the passenger compartment area. The rafts are located in the forward drop ceiling, in the center drop ceiling, and in the aft drop ceiling. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes in the DC-8-50 are located above each overwing emergency exit, above each clearview window in the flight compartment, and at the forward galley service door. The escape tapes in the DC-8F-50 are located above each overwing emergency exit, above each clearview window in the flight compartment, and at the forward passenger entrance door. In the DC-8-60 the escape tapes are installed above each overwing emergency exit and above each clearview window in the flight compartment. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above overwing emergency exits are installed in a container above the stowage rack and outboard of the sidewall panel. Access to the tape container in the DC-8-60 is by lowering the stowage rack. In the DC-8/8F-50 access to the tape container is through access doors in the panels adjacent to the overwing emergency exits. The overwing escape tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed on the shelf in the coatroom between the forward lavatory doors, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment coatroom, and fire extinguishers stowed in the passenger compartment and

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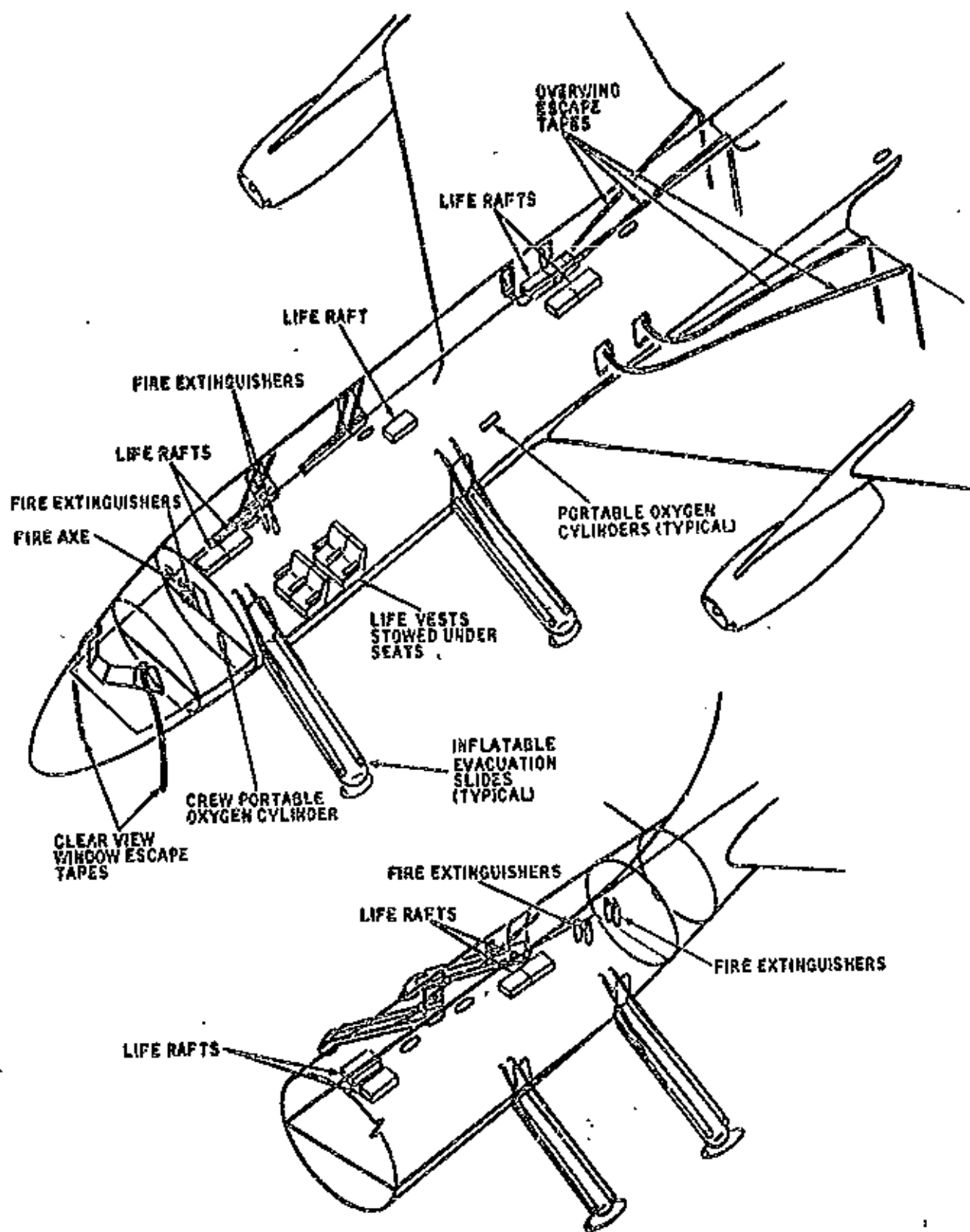
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Emergency Equipment Locations -- (DC-8F-50 Passenger)
 Figure 2

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flight compartment compartments. Portable oxygen cylinders are stored in the overhead racks in the passenger compartment for the passengers and in the flight compartment for the crew.

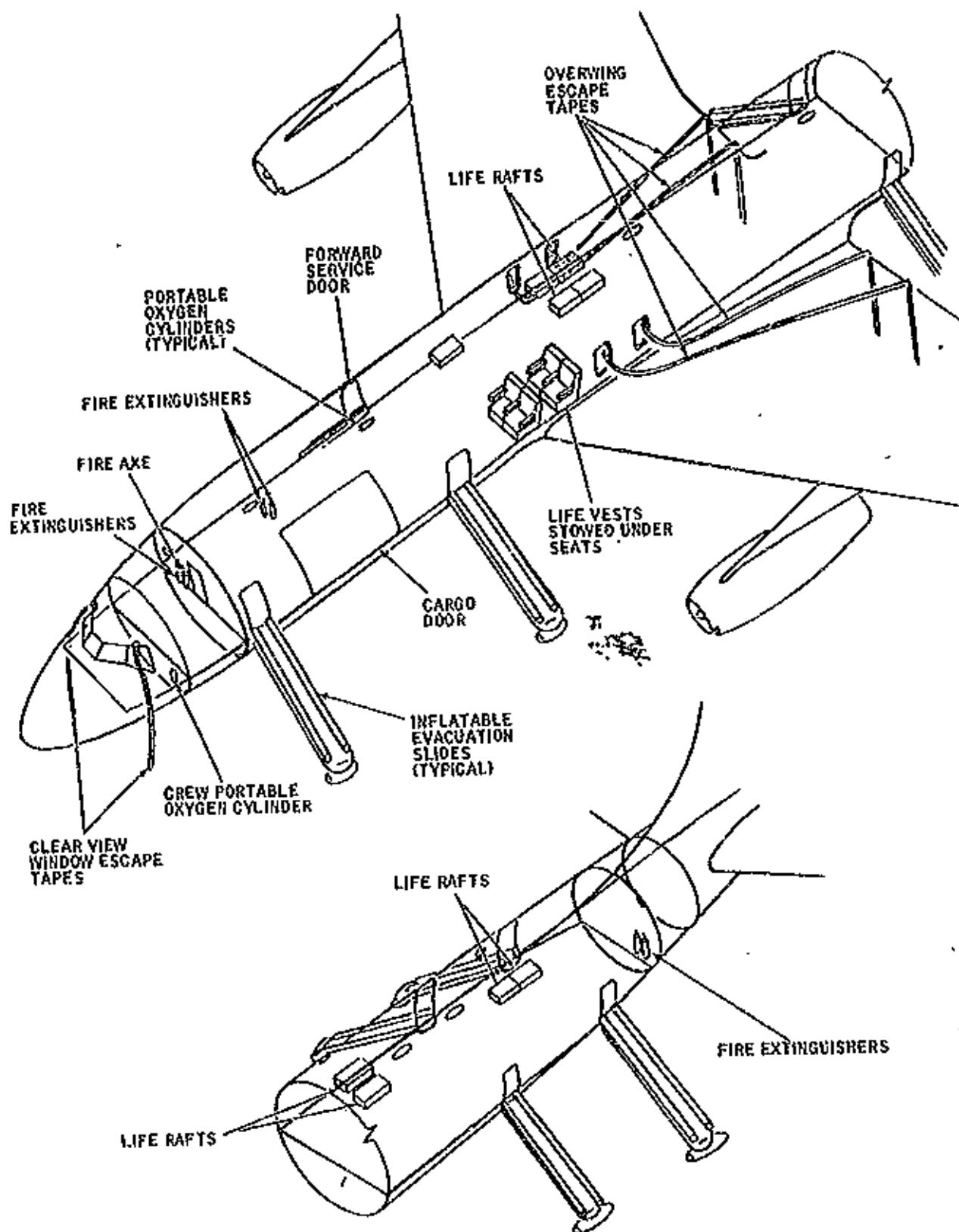
DOUGLAS AIRCRAFT CO.
DC-8 SIXTY SERIES
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EMERGENCY - DESCRIPTION AND OPERATION

1. Description

- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable chem-lighted type evacuation slides are installed in the passenger compartment; one at each passenger entrance door, galley service door, and type I emergency exit. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle, and automatically illuminate as slide inflates, providing light for evacuation.
- C. Liferrafts are installed in compartments in the passenger compartment area. The rafts are located in the forward galley area, in stowage racks at the overwing emergency exits, in stowage racks at the aft type I emergency exits, and in the aft galley drop ceiling area. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access to the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed in the forward coatroom, and one on the upper equipment panel door of the electrical control panel, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment, and fire extinguishers stowed in the forward and aft coatrooms. Portable oxygen cylinders are stored in the overhead racks for the passengers and in the flight compartment for the crew, an emergency radio transmitter is stowed in the flight compartment.

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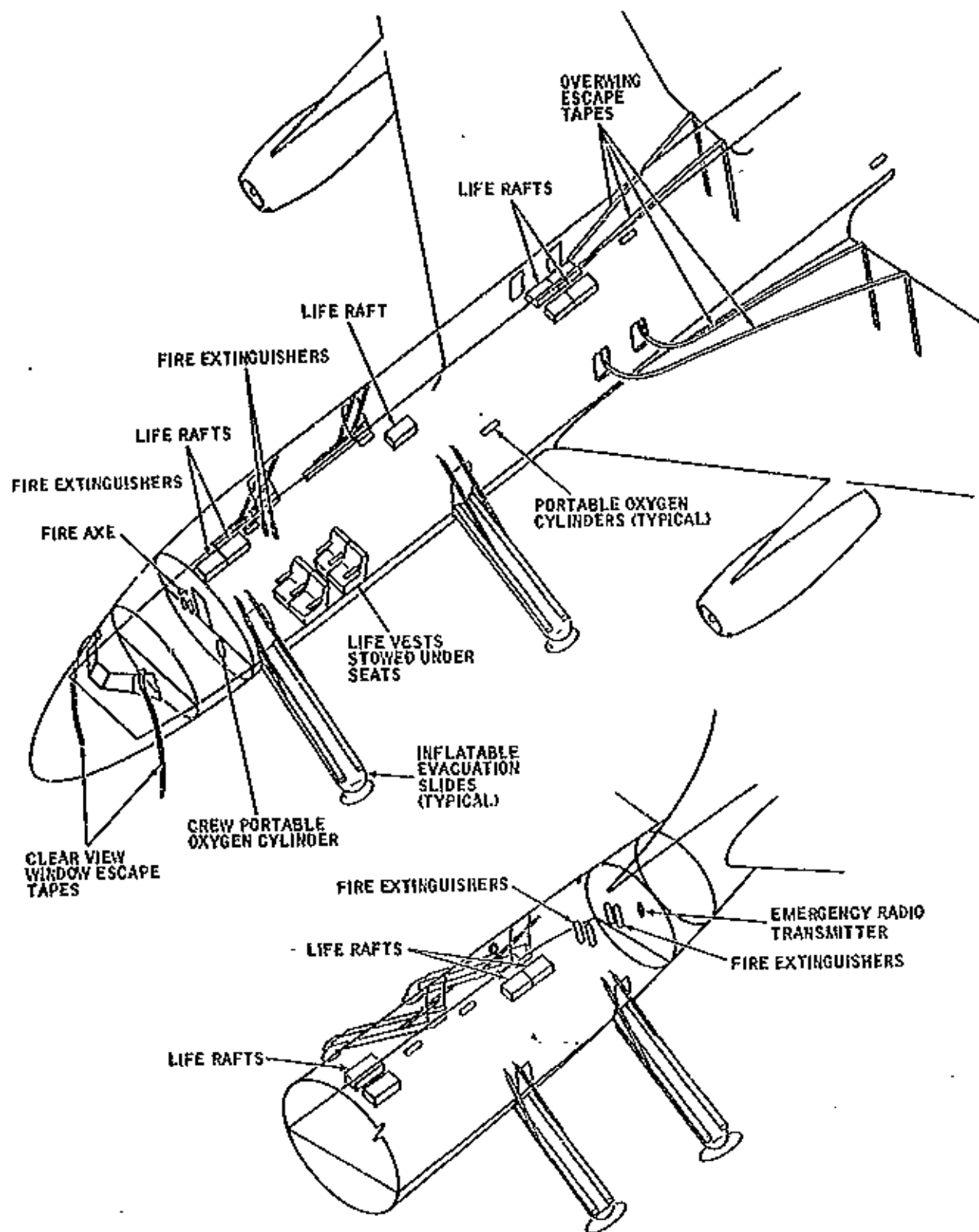
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EMERGENCY - DESCRIPTION AND OPERATION

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- A. Emergency equipment is provided for evacuation, rescue, and first aid of the passengers and removal of cargo and suppression of fires.
- B. Inflatable-type evacuation slides are installed in the passenger compartment; one at each passenger entrance door, galley service door and type I emergency exit. Each slide is installed in a container mounted on the inside of each door. Slides at the type I emergency exits automatically deploy and inflate when the door is opened. Slides at the passenger entrance doors and galley service doors automatically deploy after attaching the slide to the floor and opening the door. The slides then are inflated by pulling the inflation handle.
- C. Liferrafts are installed in compartments in the passenger compartment area. The rafts are located in the forward drop ceiling, in the center drop ceiling, and in the aft drop ceiling. Two dampers are installed on each hinged door in the drop ceiling stowage compartments to restrict opening speed. Bungees are installed to close each door when a liferaft is removed. The liferafts are of the 25-man type and incorporate a static line attachment.
- D. Escape tapes are installed above the clearview windows in the flight compartment and above the overwing emergency exits. The tapes installed in the flight compartment are coiled in a container, located above and slightly aft of the clearview windows. The end of the tape is attached to the structure inside the container. Tapes installed above emergency exits are installed in a container above the stowage rack and outboard of the panel. Access to the tape container is by removal of the panel above the stowage rack. The overwing tapes are extended for evacuation purposes by removing the emergency door, then drawing the tape from the container by pulling on the red-colored exposed end of the tape. The flight compartment tape is extended from the tape container by opening the container door and dropping the tape out the clearview window.
- E. Additional emergency equipment includes a first-aid kit stowed on the shelf in the coatroom between the forward lavatory doors, lifevests stowed under each passenger and crew seat, a fire ax stowed in the flight compartment coatroom, and fire extinguishers stowed in the passenger compartment and flight compartment coatrooms. Portable oxygen cylinders are stored in the overhead racks in the passenger compartment for the passengers and in the flight compartment for the crew.
- F. An emergency transmitter and mounting brackets are installed on #3 lavatory wall in coatroom station (see Figure 1).

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EVACUATION SLIDES - DESCRIPTION AND OPERATION

1. Description DC-8

- A. An inflatable evacuation slide is installed in a ceiling compartment above each passenger entrance door and each service door. The evacuation slide doors are opened by a pull bar attached to the slide. The pull bar becomes visible on removal of a cover plate attached by spring catches. A nitrogen bottle installed adjacent to the slide compartment supplies regulated air pressure to inflate the slide.
- B. The evacuation slides are made of neoprene coated nylon, and when inflated, form a self supporting, rigid, trough shaped slide. The slide is attached to the fuselage by two diagonal straps which are attached above the evacuation slide door.

2. Description DC-8F

- A. In addition to the inflatable slides described in paragraph 1, there are two non-inflatable slides provided at the Type I Emergency Exits.
- B. The non-inflatable slides are accessible through drop-out type slide covers located in the bottom of the baggage rack, one on each side of the airplane. The non-inflatable slides are approximately 236 inches long and 56 inches wide, tapering to 48 inches wide at the lower end (inner when rolled). Stabilizing straps extend up approximately 55 inches from each side of the upper end of the slide, and are provided with color coded (yellow and green) hooks. These hooks remain attached at all times, when slides are installed, to color coded (yellow and green) clevis fittings installed within the slide compartment. When looking outboard, the yellow clevis will be on the right side of the slide compartment, and the green clevis on the left. When the slide is properly installed, the yellow hook is attached to the yellow clevis and the green hook is attached to the green clevis. The slides and slide containers may be removed when not required for specific types of operation.

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EVACUATION SLIDES - MAINTENANCE PRACTICES

1. General

- A. Inflatable evacuation slides are located in containers attached to each passenger entrance door, galley service door, and Type 1 emergency exit.
- B. Inspection/check and packing procedures should be performed in a specially prepared area that has a dry, smooth surface free from dirt, grease, and abrasive or sharp particles. Do not walk on slides.

WARNING: SLIDES ARE INFLATED BY HIGH PRESSURE GAS (NITROGEN) SUPPLIES. HANDLE SLIDES WITH CARE TO PREVENT INADVERTENT INFLATION, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

Item	Name	Number	Manufacturer	Use
A	Vacuum cleaner		Local	Deflate and inflate slide
B	Truarc pliers			Install lockrings in release device
C	Mercury manometer		Local	Check slide pressure during leak test
D	Balloons, (2), 2-inch, round		Local	Hold flapper valve during deflation of slide
E	Shot bags (2)	15 lb min	Local	Hold slide for folding
F	Packing paddle (wood)		Local	Pack cover flaps in valise
G	Safety plug (2)	AN814-6D	Local	Plug inflation bottle outlet valve

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Item	Name	Number	Manufacturer	Use
H	Test adapter	1038	Pacific Inflatables Company	Adapt deflation valve to inflate slide during leak test
I	Cotton thread	4.4 T/S	Local	Safety tie slide pull pin

3. Removal/Installation Evacuation Slide and Container (See Figure 201.)

A. Remove Slide and Slide Cover (Emergency Exit, Type 1)

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, HANDLE WITH CARE. MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED DURING PROCEDURE.

- (1) Remove evacuation slide cover from the exit door by inserting suitable tool into latch slots at bottom of cover and lifting latch pins out of strikers on floor.
- (2) Disengage hold-in strap from door back panel and remove hold-in strap from loop in end of slide cover retaining strap.
- (3) Disconnect inflation lanyard from backup handle by disengaging lanyard from quick disconnect fitting at ring on girt bar.
- (4) Carefully remove inflation lanyard through ring in girt bar.

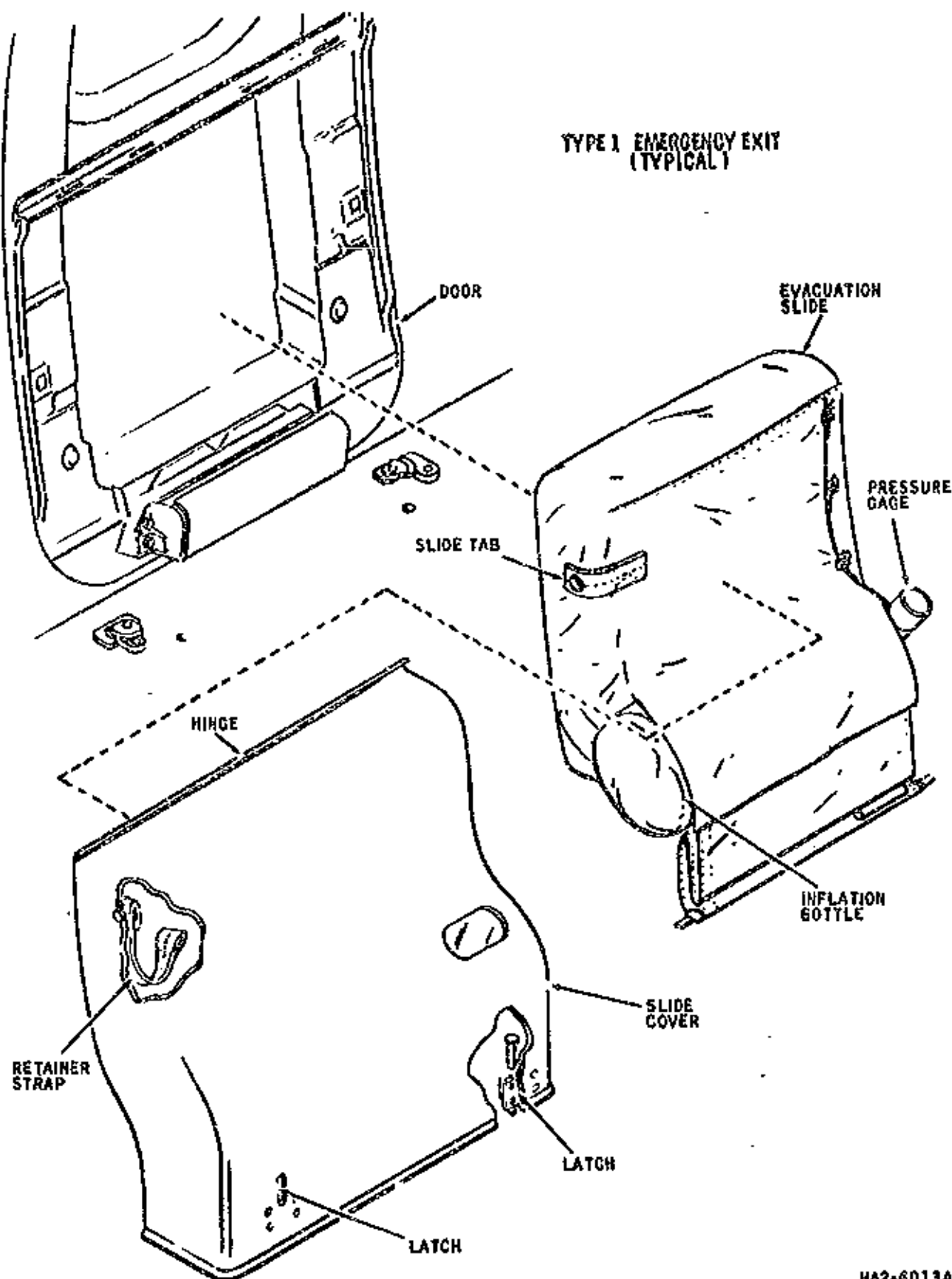
CAUTION: PERFORM THIS STEP WITH EXTREME CARE TO PREVENT INADVERTENT INFLATION OF THE SLIDE. DO NOT PULL INFLATION LANYARD.

- (5) Release girt bar from floor fittings.
- (6) Holding air bottle, tip slide inward and remove slide from pocket in door.

B. Install Slide and Container (Emergency Exit, Type 1)

- (1) Make certain that inflation bottle pressure gage indicates 3000 (± 300) psi.
- (2) Place slide into pocket in exit door with inflation bottle resting on snubber cover.
- (3) Join glove fasteners on slide to door back panel.

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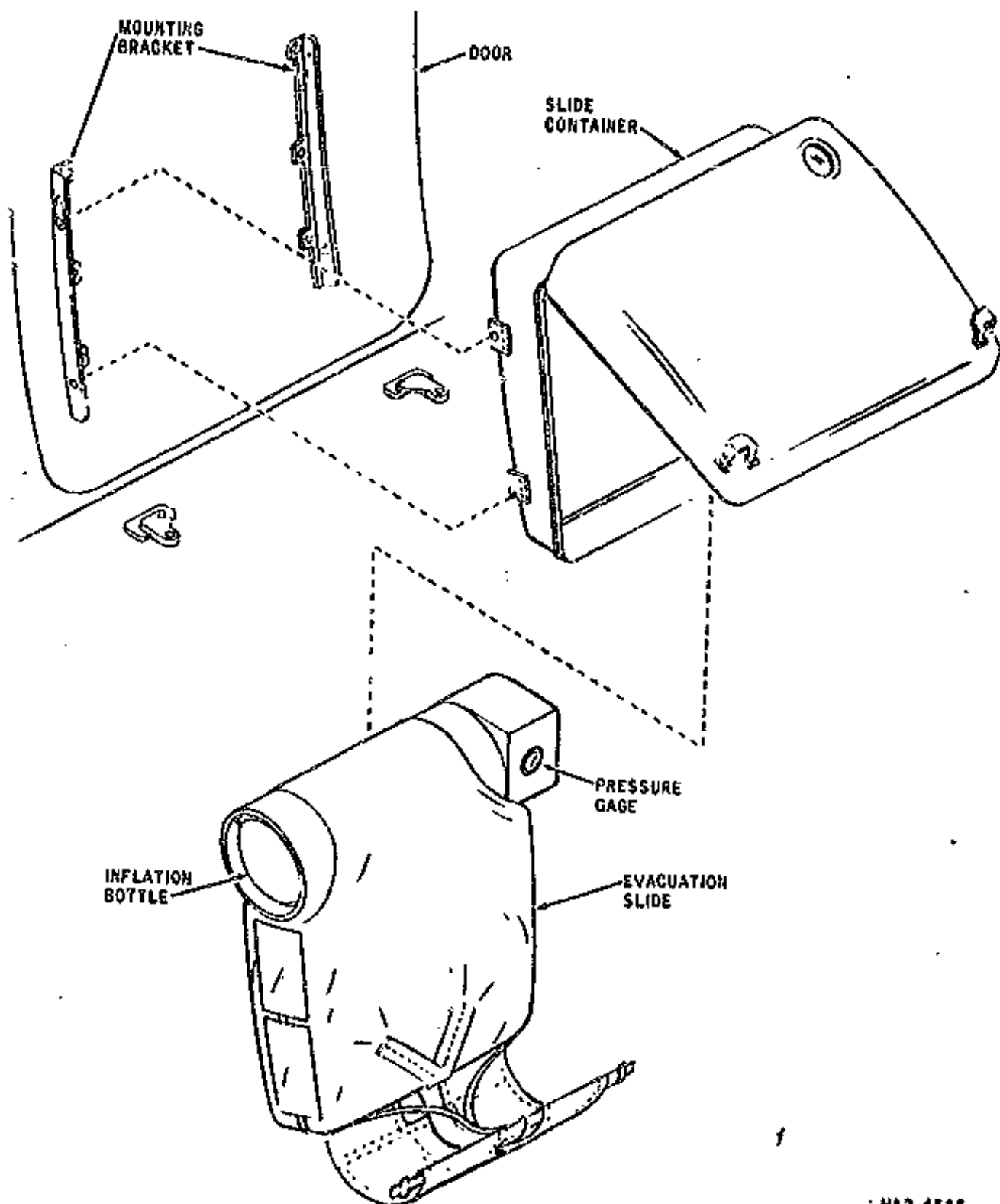
Evacuation Slide -- Removal/Installation
Figure 201 (Sheet 1)

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- (4) Carefully install girt bar into girt bar floor fittings.
- (5) Place back up inflation handle on girt.
- (6) Run inflation lanyard through ring on girt bar and engage lanyard to the quick disconnect fitting on the backup handle.

CAUTION: PERFORM THIS STEP WITH EXTREME CARE TO PREVENT INADVERTENT INFLATION OF THE SLIDE. DO NOT PULL INFLATION LANYARD.

- (7) Run hold-in strap of slide through loop on end of slide cover retaining strap.
- (8) Attach hold-in strap to glove fastener on door back panel.
- (9) Place slide cover into position ensuring the latch pins are securely seated in strikers on floor.
- (10) Push slide cover outboard and insert lip of cover into mating groove on door.

NOTE: Prior to securing the slide cover, verify the pressure gage is properly aligned with viewing window in cover.

C. Remove Slide and Container (Passenger and Service Doors)

- (1) Release spring-loaded camloc fasteners at upper side of slide container mounting brackets on door.
- (2) Remove slide container from door.
- (3) Remove packed slide from container.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, HANDLE WITH CARE. MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED.

D. Install Slide and Container (Passenger and Service Doors)

- (1) Remove slide container from door and open container.

NOTE: Outboard side of container should be on bottom.

- (2) Place slide into container with air bottle at the hinged edge and air pressure gage facing up.

NOTE: Make certain entire slide package is within the confines of the container and the girt is centered in the container opening.

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- (3) Position square hole in girt around latch and latch pin installed with lanyard cable above girt.

NOTE: Prior to latching cover, verify air bottle pressure gage is properly aligned with viewing window in cover.

- (4) Rotate tab on latch pin until tab seats in tab stop.
- (5) Latch container by pressing down on cover at the center edge above latch until latch snaps into place.
- (6) Join velcro tape on inflation handle to velcro pile on girt and fold girt so handle is within the crease.
- (7) Place girt bar into stowage clips on container.

NOTE: Tuck girt under retaining cord at bottom of container.

- (8) Close door, install container on mounting brackets on door and secure camloc fasteners.
- (9) Remove girt bar from stowage clips and insert bar into floor fittings. Verify fit.
- (10) Remove girt bar and stow.

4. Removal/Installation Evacuation Slide and Inflation Bottle (Emergency Exit, Type I) (See Figure 202.)

A. Remove Slide and Inflation Bottle from Valise

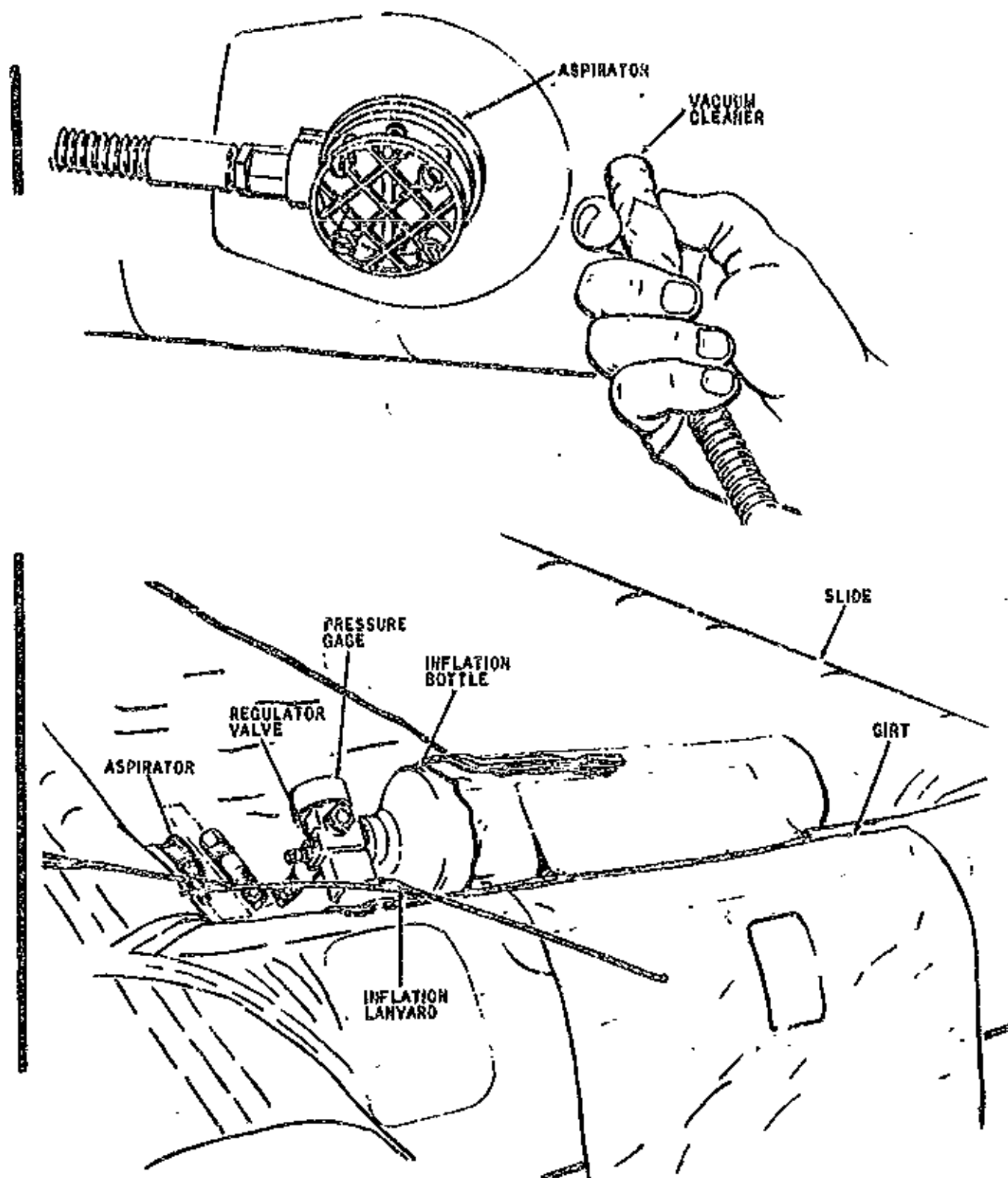
- (1) Remove packed slide from container and place slide on prepared surface with pressure gage facing up.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (2) Open fasteners on both sides of valise.
- (3) Release pull pins attached to firing lanyard.
- (4) Disconnect firing lanyard quick-disconnect fitting.
- (5) Disconnect flexible hose from inflation bottle valve and insert safety plug (AN814-6D) in valve outlet (two outlets on each aft slide, one outlet on each forward slide).

CAUTION: SAFETY PLUG WILL PREVENT DISCHARGE OF COMPRESSED AIR FROM BOTTLE BUT WILL NOT PREVENT ACTUATION OF VALVE. BE CAREFUL WHEN HANDLING INFLATION LANYARD TO PREVENT ACTUATION OF VALVE.

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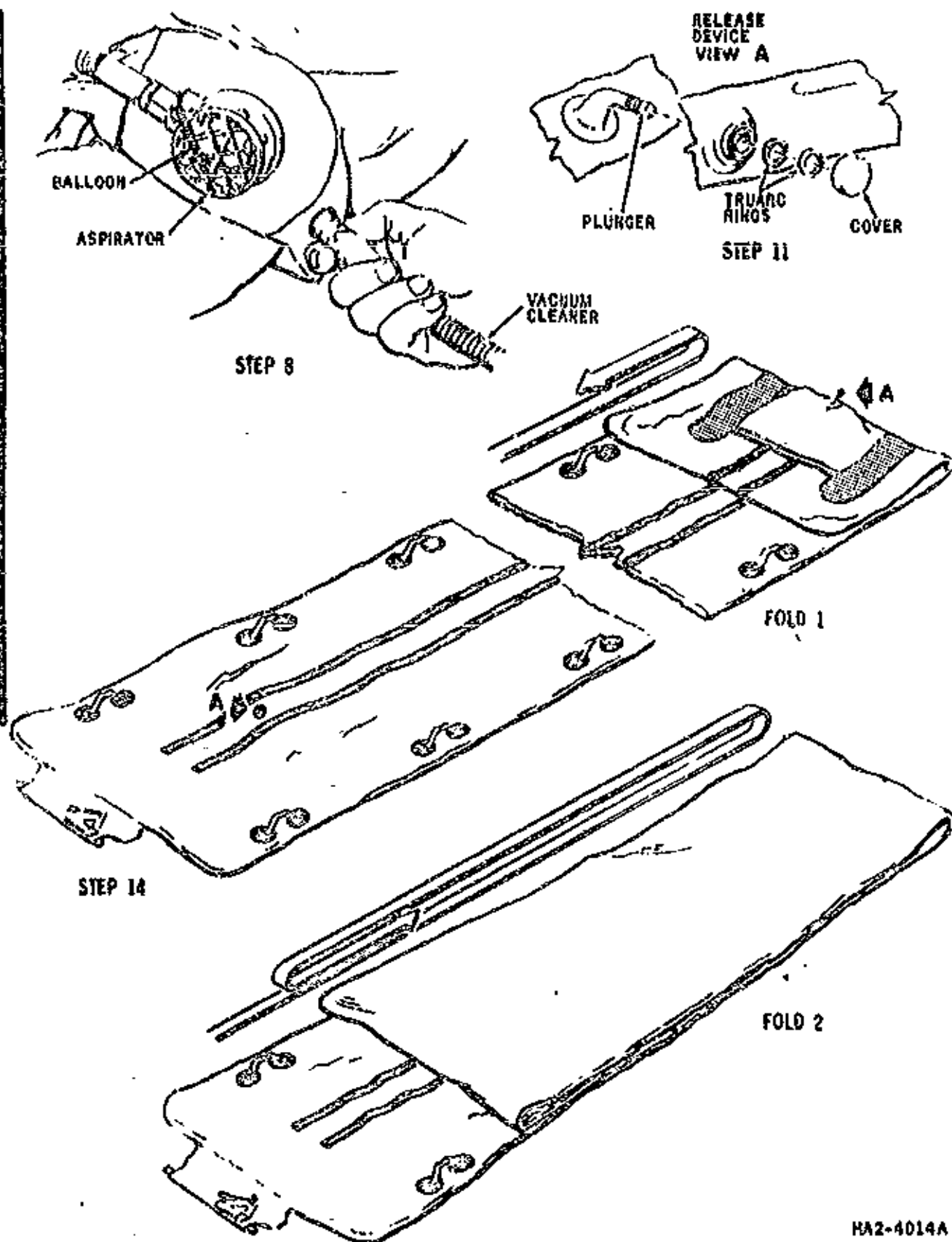
Evacuation Slide -- Type I Emergency Exit Folding Procedures
 Figure 202 (Sheet 1)

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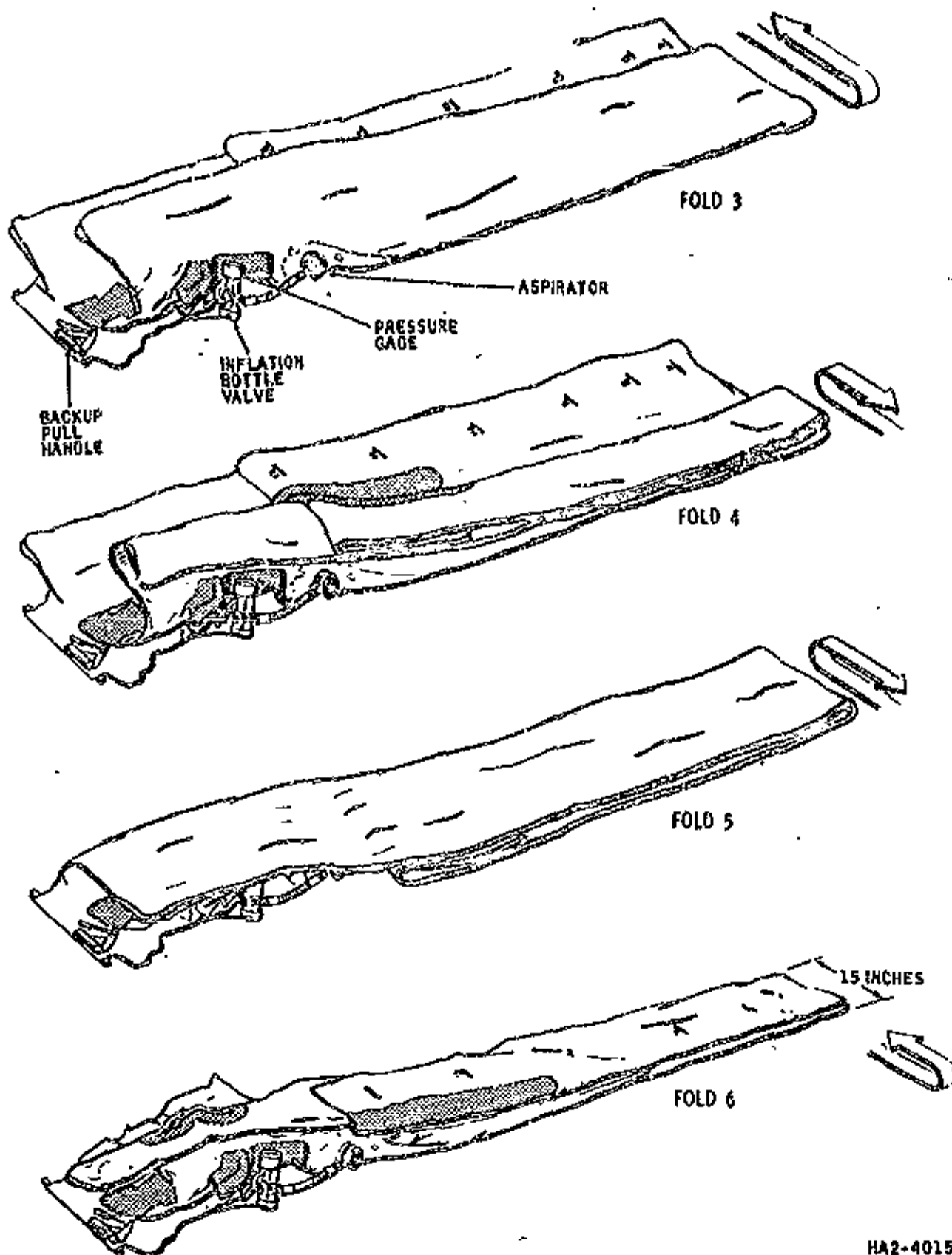
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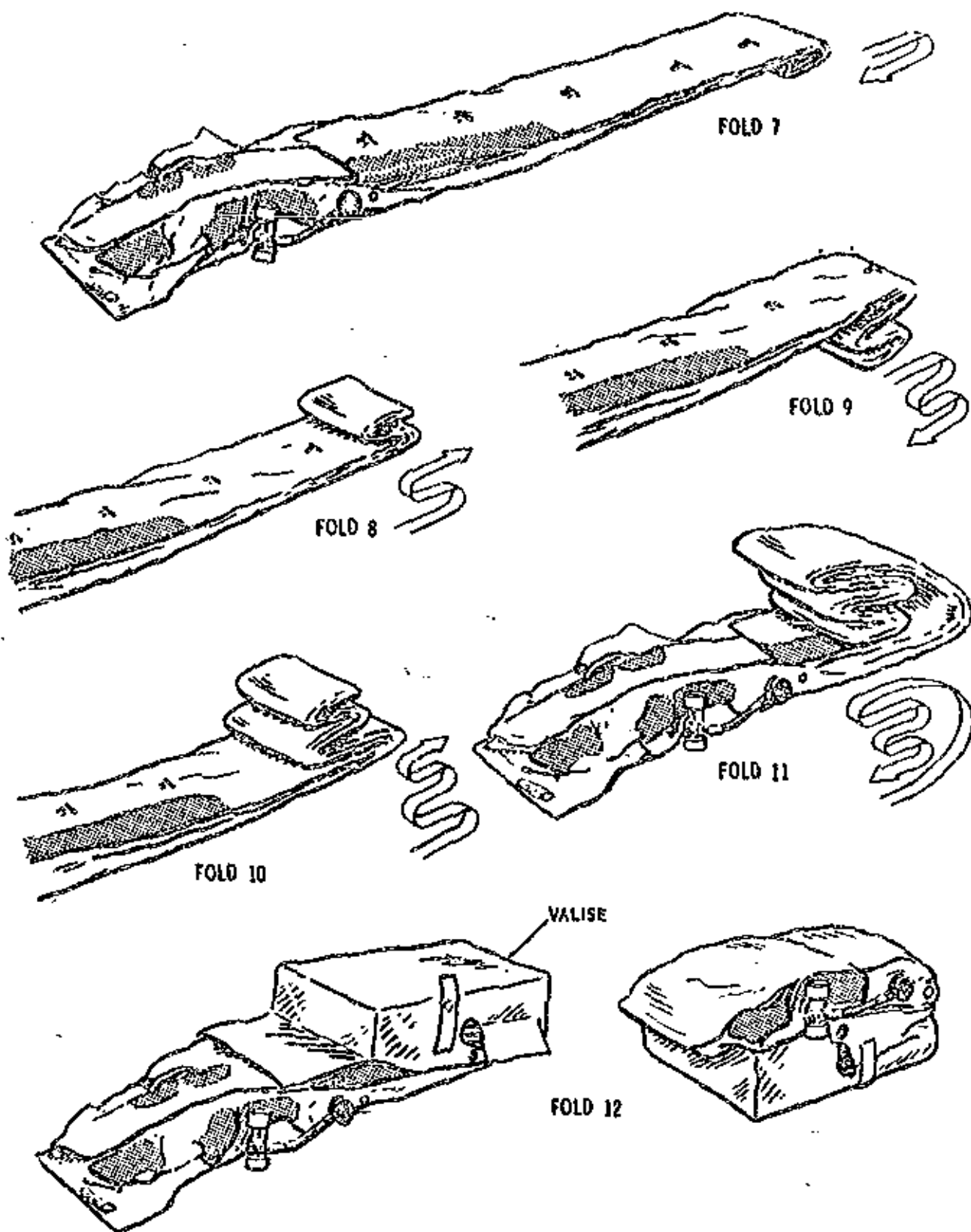
Evacuation Slide -- Type I Emergency Exit Folding Procedures
 Figure 202 (Sheet 3)

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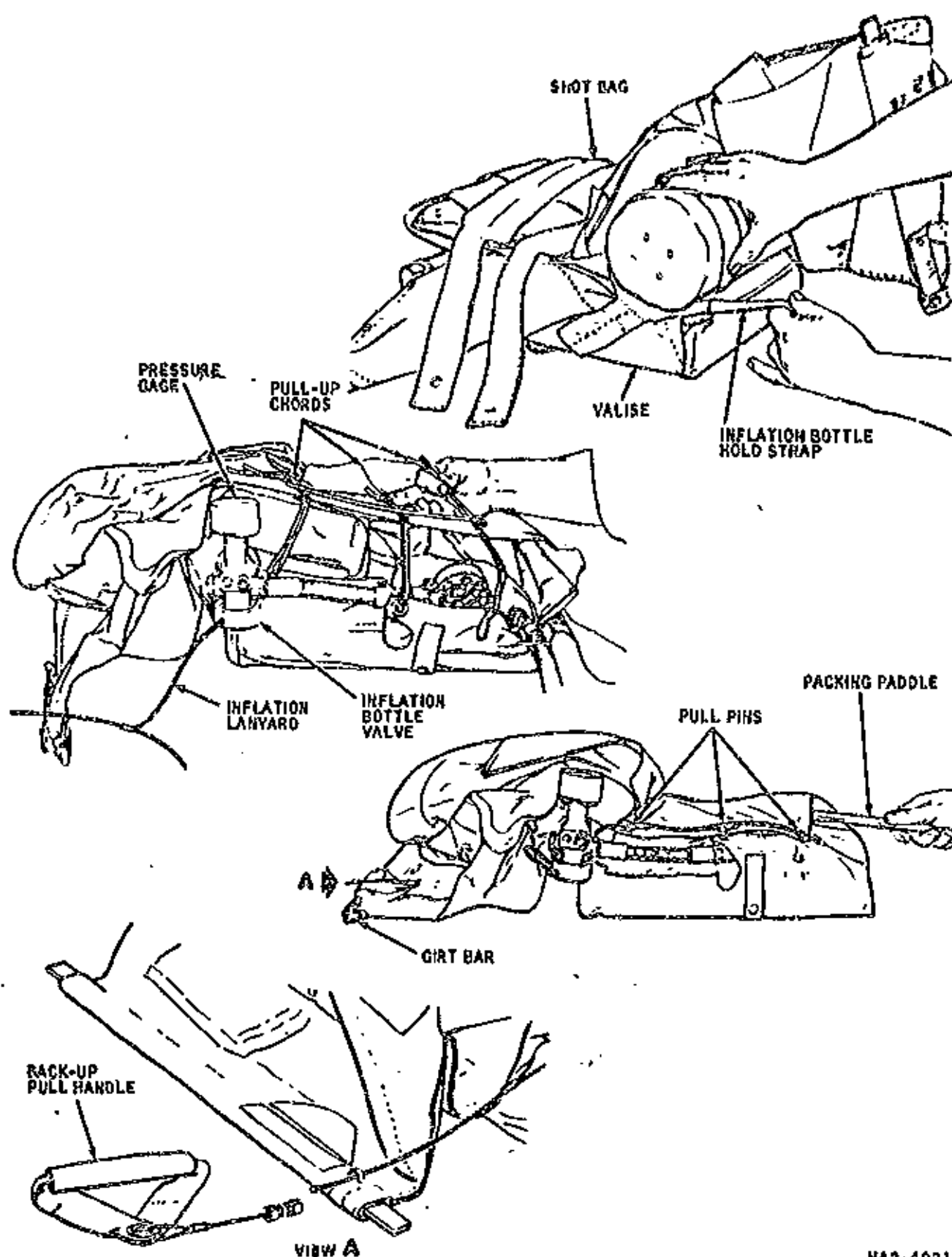
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- (6) Disconnect swivel end of flexible hose from aspirator valve inlet (two inlets on each aft slide, one inlet on each forward slide). Cap all openings to prevent entry of foreign matter.
- (7) Remove cover from release device.
- (8) Remove trunnion lockrings and separate device. Replace rings loosely in device cavity and replace cover.
- (9) Untie drawstring around inflation bottle and remove bottle from pocket on slide.

B. Install Slide and Inflation Bottle in Valise (Emergency Exit, Type I)

- (1) Unfold slide on prepared surface with slide surface facing down.
- (2) Connect vacuum cleaner to deflation valve and inflate slide to approximately 2.0 psi.

NOTE: Installation of inflation components is most easily accomplished with slide inflated.

- (3) Check that inflation bottle pressure gage indicates 3000 (± 300) psi.

WARNING: TO PREVENT INADVERTENT ACTUATION OF INFLATION BOTTLE VALVE, BE CAREFUL NOT TO PULL INFLATION LANYARD DURING FOLLOWING PROCEDURES.

- (4) Position inflation bottle in pocket in slide and tie drawstring tightly around bottle neck.
- (5) Using new O-rings, connect swivel end of flexible hose to aspirator inlet on slide (two places on each aft slide; one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.

CAUTION: USE CORRECT TOOLS WITH EXTREME CARE TO PREVENT CREATING BURRS OR SHARP EDGES ON INFLATION COMPONENTS. BURRS AND SHARP EDGES CAN PUNCTURE SLIDE AND CAUSE FAILURE IN SERVICE.

- (6) Using new O-rings, connect flexible hose to inflation bottle valve (two places on each aft slide, one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.
- (7) Tie slightly inflated balloon between aspirator valve and guard (two places on each aft slide, one place on each forward slide) to block valve during deflation of slide.
- (8) Connect suction side of vacuum cleaner to deflation valve and completely deflate slide.

CAUTION: DO NOT WALK ON SLIDE.

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- (9) Fold bottom of slide up and over at fold mark 1.

NOTE: In step (9) and subsequent folding steps, follow fold marks and numbers stenciled on slide. Use shot bags where necessary to hold folds in position.

- (10) Fold slide up and over at fold mark 2.
(11) Remove cover from release device.
(12) Connect release device, install Luarc lockring, and replace cover.
(13) Using vacuum cleaner, evacuate all air from slide.
(14) Position inflation pull handle on blue velcro patch.
(15) Fold left side of slide up and in at fold mark 3.
(16) Fold left side of slide up and out at fold mark 4.
(17) Fold right side up and in at fold mark 5.
(18) Fold right side of slide up and out at fold mark 6 so that dimension across folded slide does not exceed 15 inches.
(19) Fold slide down and under at fold mark 7.
(20) Fold slide up and over at fold mark 8.
(21) Fold slide down and under at fold mark 9.
(22) Fold slide up and over at fold mark 10.
(23) Fold slide up and over at fold mark 11.
(24) Position valise over folded slide and fold slide under at fold mark 12.
(25) Secure inflation bottle straps.
(26) Thread pullup cords through eyelets on valise.
(27) Disconnect vacuum cleaner and install plug in deflation valve.
(28) Remove balloons from aspirators.

WARNING: FAILURE TO REMOVE BALLOONS MAY RESULT IN SLIDE FAILING TO INFLATE.

- (29) Tighten pullup cords and secure top pull pins (three places on each Type I exit slide). Safety tie and pull pin with 4/4 T/S cotton thread.

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- (30) Using wooden packing paddle, tuck in valise cover flaps.
- (31) Install packed slide in container (see paragraph 3).

5. Removal/Installation Evacuation Slide and Inflation Bottle (Passenger and Service Door)

A. Remove Slide and Inflation Bottle from Valise.

- (1) Remove packed slide from container and place on clean, prepared surface with pressure gage facing up.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL INFLATION LANYARD.

- (2) Disconnect inflation handle from the firing line by means of the quick-disconnect.
- (3) Carefully separate velcro straps from velcro piles on valise.
- (4) Pull pin from loop holding valise together near grip.

CAUTION: DO NOT PULL INFLATION LANYARD.

- (5) Raise top of valise and untie from loop on slide.
- (6) Remove slide and inflation bottle.
- (7) Remove padding around pressure gage and valve.
- (8) Loosen strings around neck of inflation bottle and remove bottle from pocket.

CAUTION: DO NOT PULL INFLATION LANYARD.

B. Install Slide and Inflation Bottle in Valise.

- (1) Unfold slide on prepared surface with slide surface facing down.
- (2) Connect air supply to deflate hole adjacent to aspirator and inflate slide to approximately 2.0 psi.

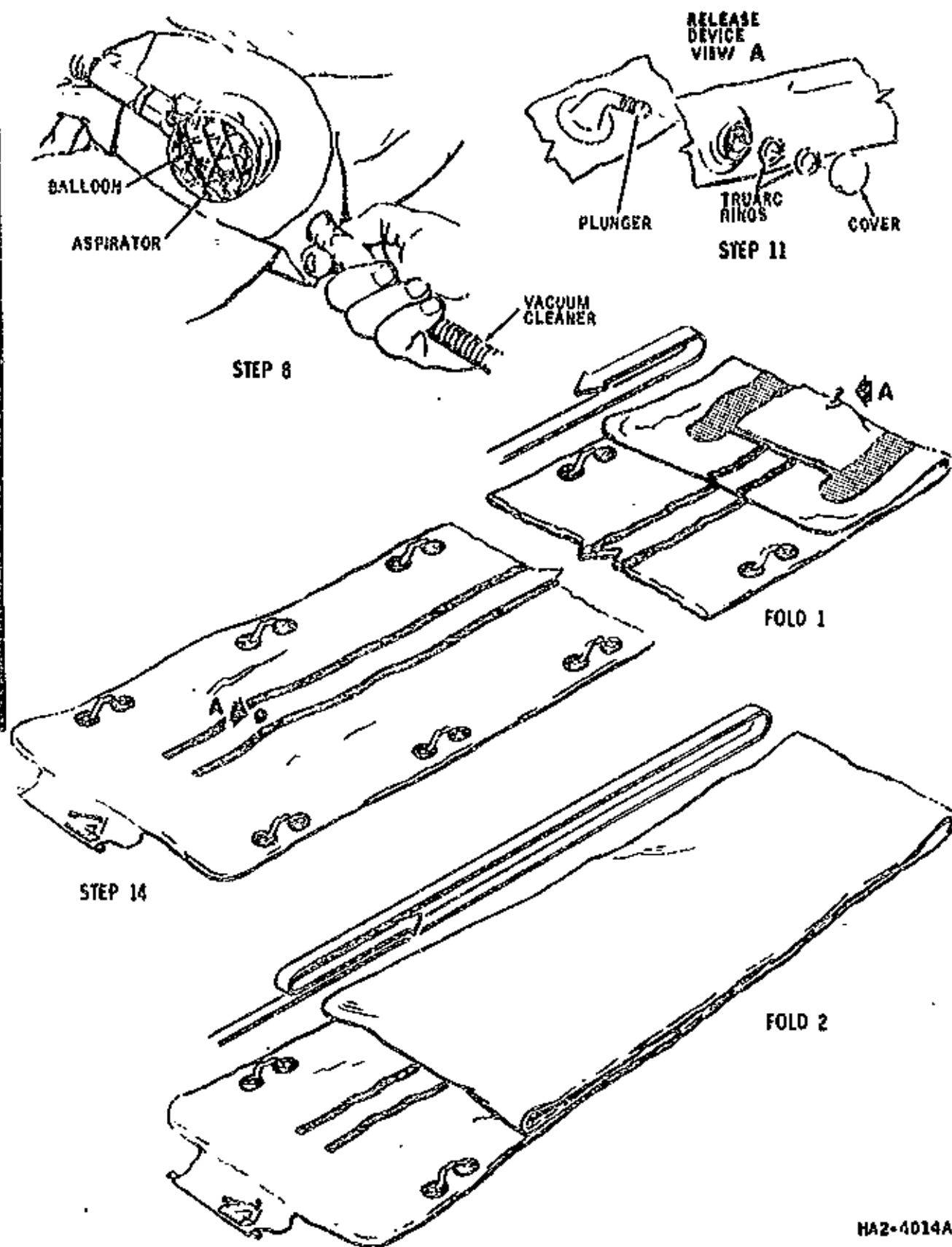
CAUTION: USE EXTREME CARE IN HANDLING SLIDE TO AVOID PUNCTURING.

NOTE: Wait 2 minutes before proceeding to permit old wrinkles to smooth out.

- (3) Connect suction side of vacuum cleaner to deflation valve and completely deflate slide.

CAUTION: DO NOT WALK ON SLIDE.

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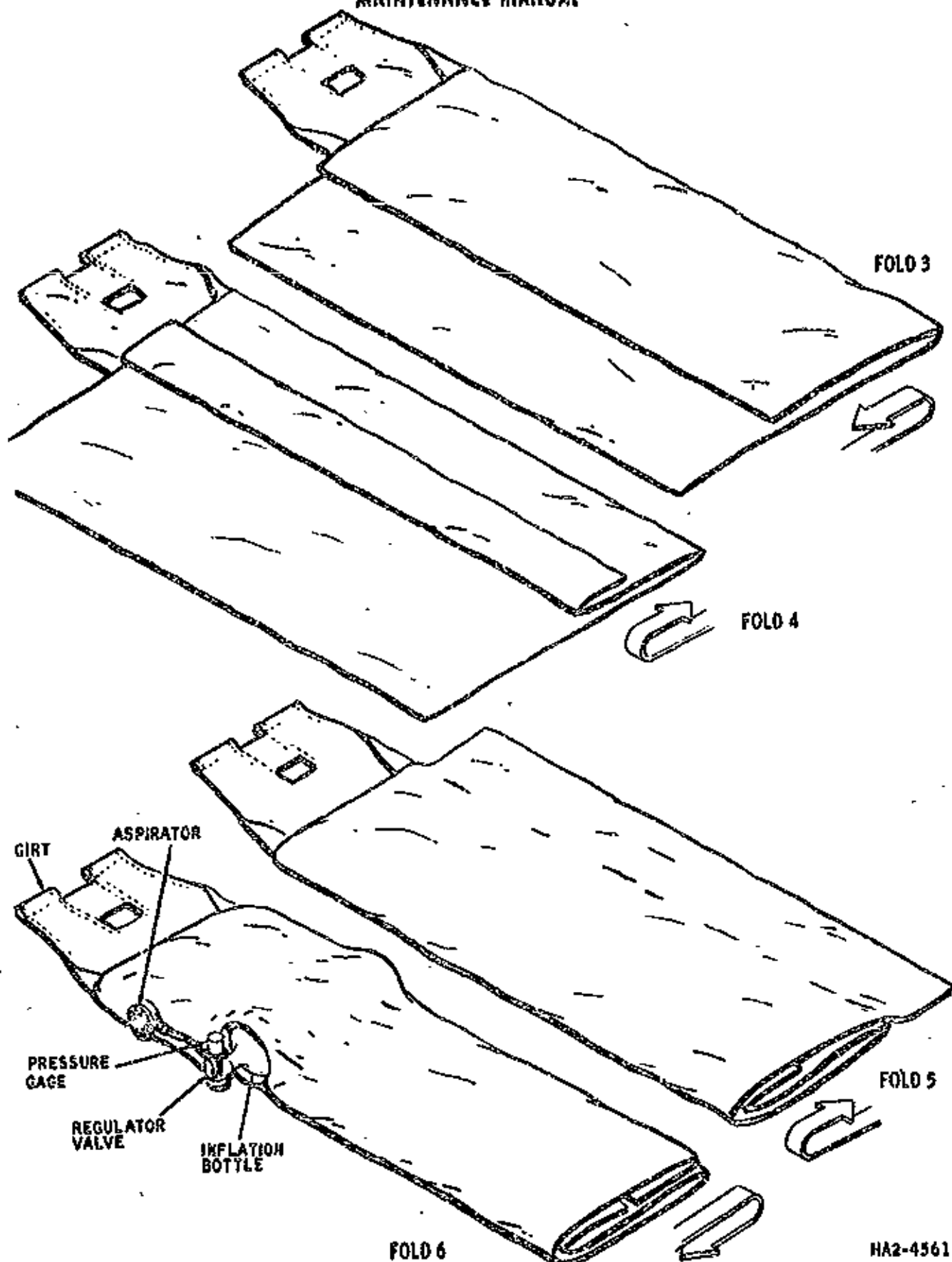
Evacuation Slide -- Passenger and Service Door
 Folding Procedures
 Figure 203 (Sheet 1)

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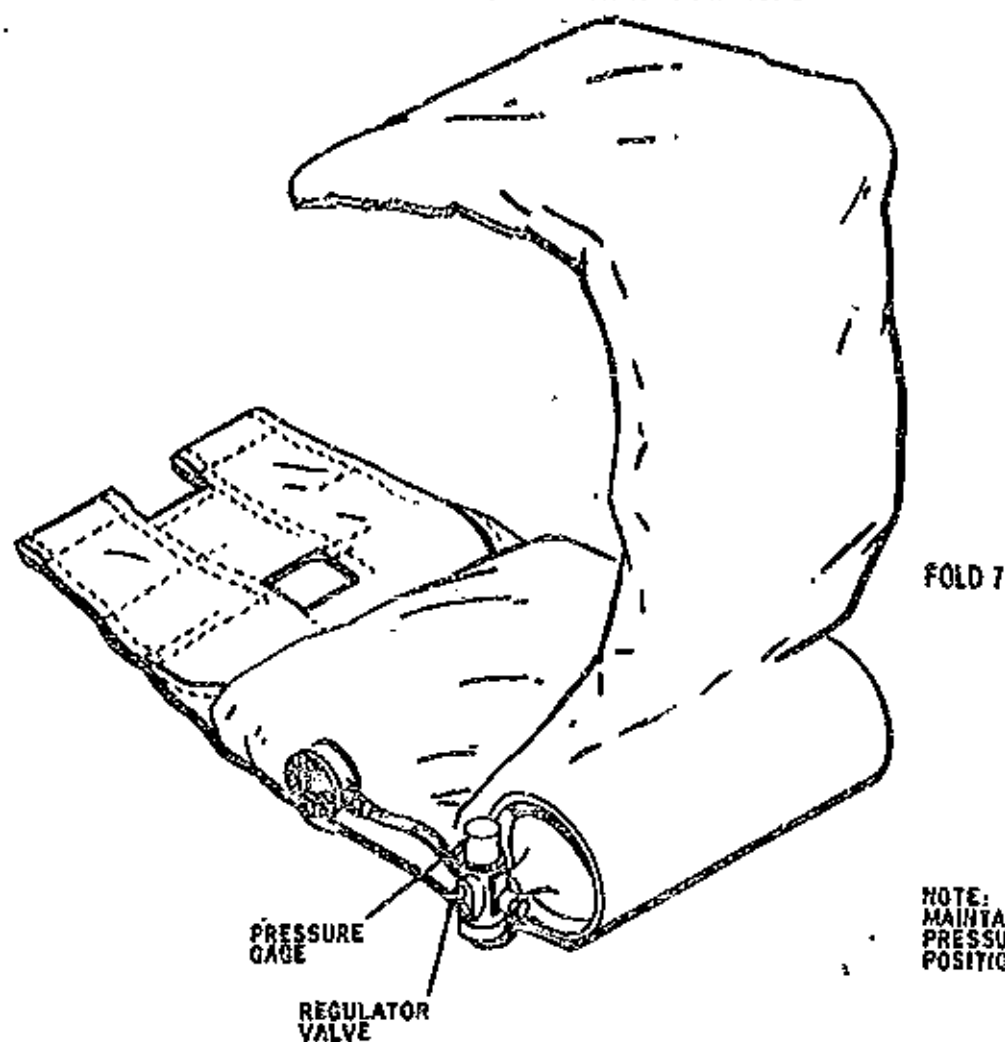
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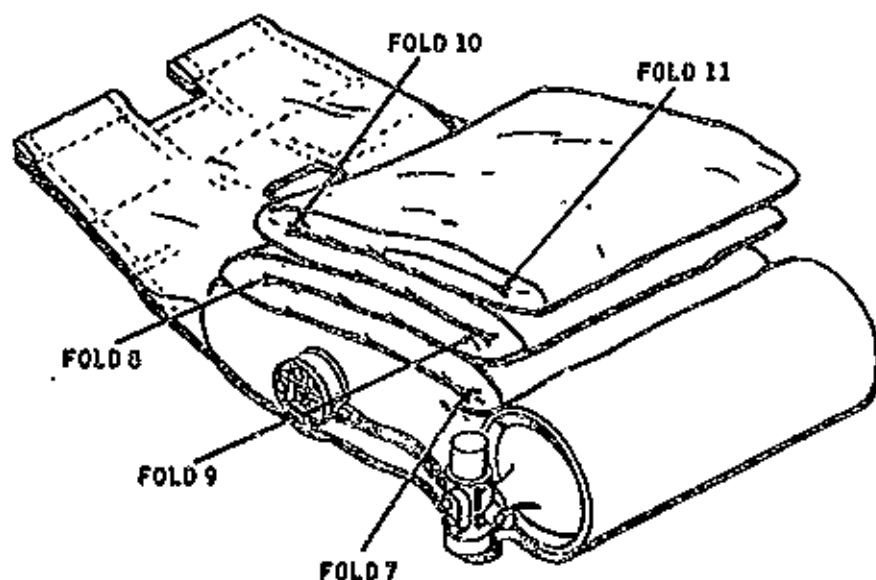
Evacuation Slide -- Passenger and Service Door
Folding Procedures
Figure 203 (Sheet 2)

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NOTE:
 MAINTAIN REGULATOR VALVE AND
 PRESSURE GAGE IN VERTICAL
 POSITION AS SHOWN



Evacuation Slide -- Passenger and Service Door
 Folding Procedures
 Figure 203 (Sheet 3)

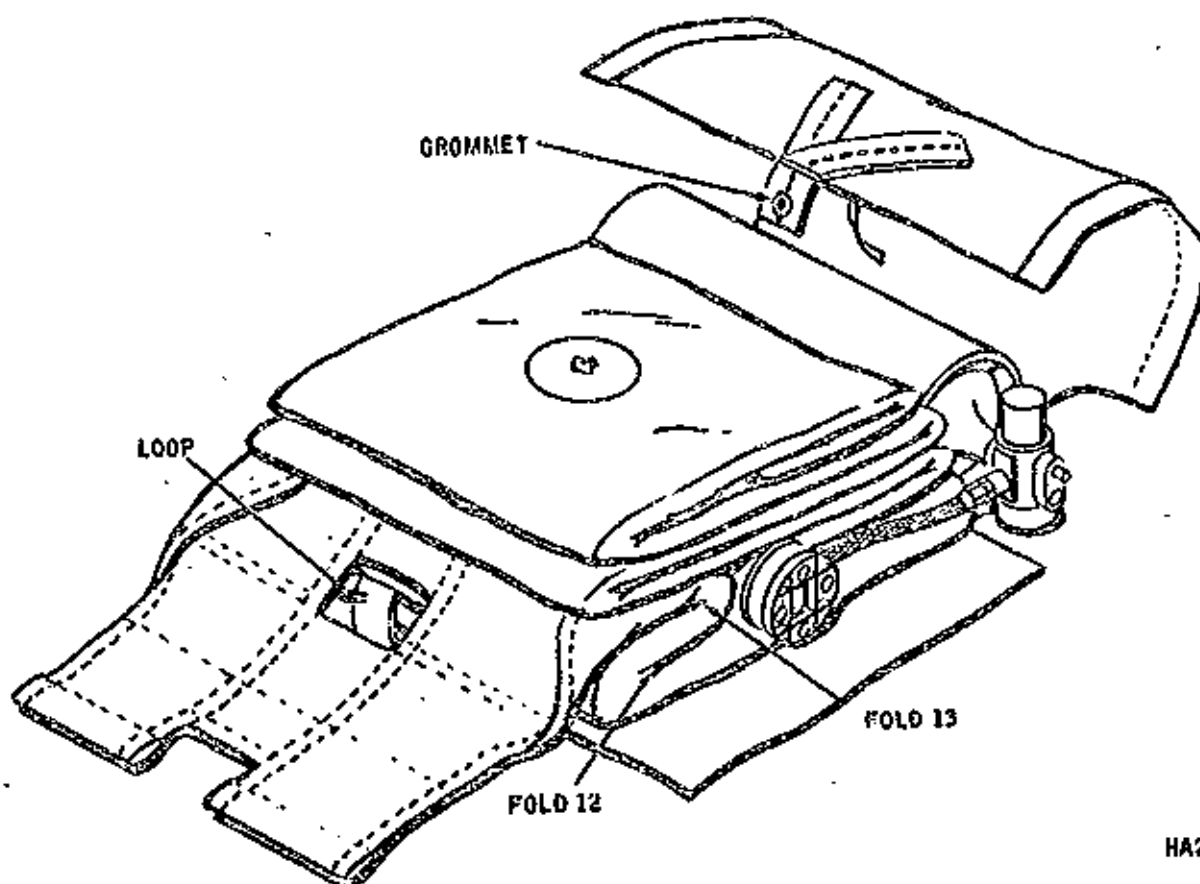
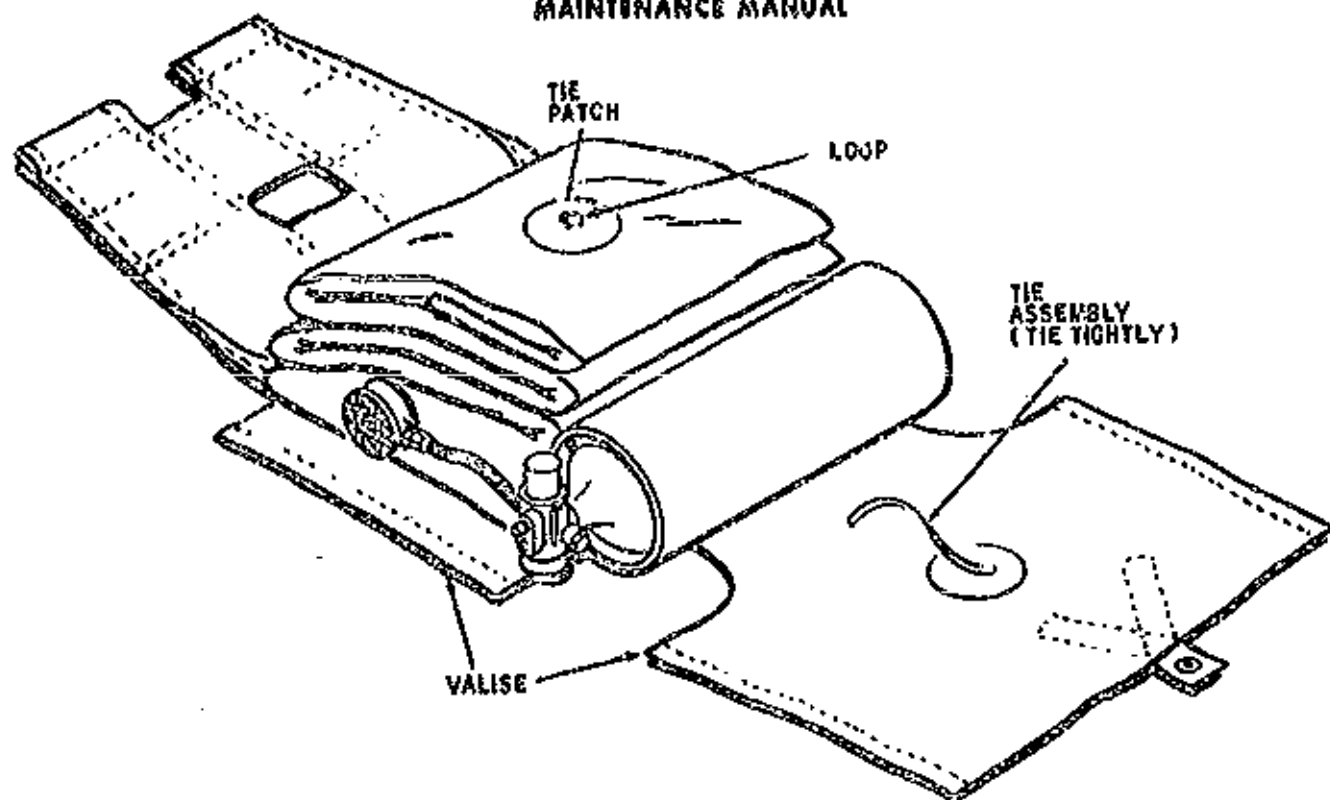
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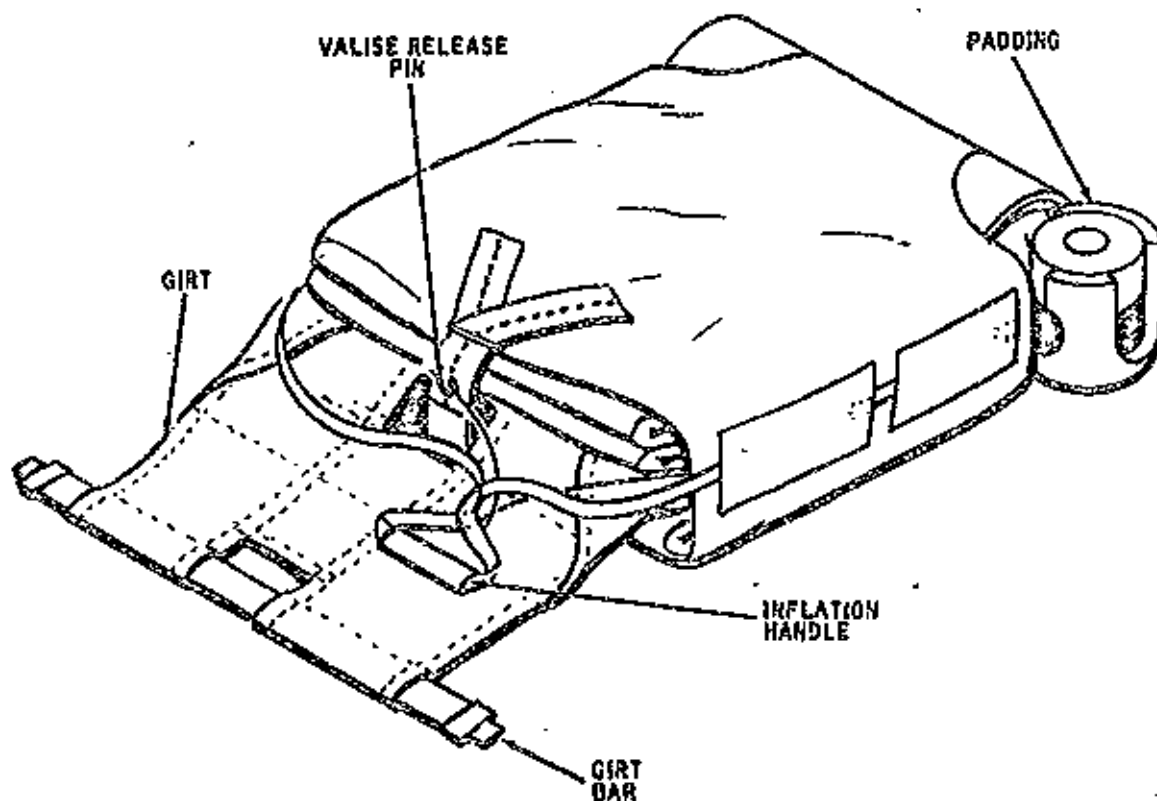
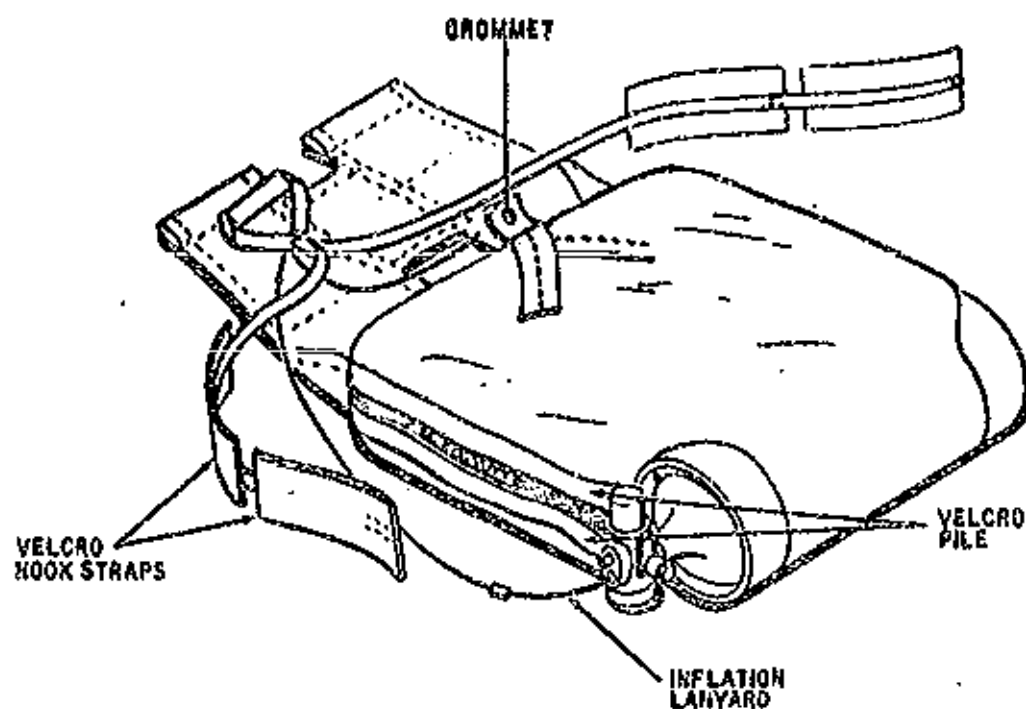
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Evacuation Slide -- Passenger and Service Door
 Folding Procedures
 Figure 203 (Sheet 4)

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Evacuation Slide -- Passenger and Service Door
 Folding Procedures
 Figure 203 (Sheet 5)

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- (4) Tie slightly inflated balloon between aspirator valve and guard (two places on each aft slide, one place on each forward slide) to block valve during deflation of slide.

- (5) Fold bottom of slide up and over at fold mark 1.

NOTE: In step (5) and subsequent folding steps, follow fold marks and numbers stenciled on slide. Use shot bags where necessary to hold folds in position. Smooth wrinkles as best as possible while folding slide.

- (6) Fold slide up and over at fold mark 2.

- (7) Remove cover from release device cylinder.

- (8) Place release device plunger through cylinder, install truarc lockring, and replace cover.

- (9) Fold right side of slide up and in at fold mark 3.

- (10) Fold right side of slide up and out at fold mark 4.

- (11) Fold left side of slide up and in at fold mark 5.

- (12) Fold left side of slide up and out at fold mark 6.

- (13) Position inflation bottle in pocket in slide and tie drawstring tightly around bottle neck.

- (14) Using new O-rings, connect swivel end of flexible hose to aspirator inlet on slide (two places on each aft slide, one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.

CAUTION: USE CORRECT TOOLS WITH EXTREME CARE TO PREVENT CREATING BURRS OR SHARP EDGES ON INFLATION COMPONENTS. BURRS AND SHARP EDGES CAN PUNCTURE SLIDE AND CAUSE FAILURE IN SERVICE.

- (15) Using new O-rings, connect flexible hose to inflation bottle valve (two places on each aft slide, one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.

- (16) Fold slide up and over at fold mark 7 exposing inflation bottle.

NOTE: Using the vacuum cleaner, continue to evacuate air from the slide.

NOTE: Make certain inflation bottle pressure gage faces up.

- (17) Fold slide up and over at fold mark 8.

- (18) Fold slide up and over at fold mark 9.

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- (19) Fold slide up and over at fold mark 10.
- (20) Fold slide down and under at fold mark 11.
- (21) Fold slide back over at fold mark 12 (forward slide).

NOTE: Previous folds will have to be lifted slightly so that this fold can go under same.

- (22) Fold slide at fold mark 13 (forward slide).

NOTE: This fold will bring the girt out from under the folds.

- (23) Fold slide back over at fold mark 14 (aft slide).

NOTE: Previous folds will have to be lifted slightly so that this fold can go under same.

- (24) Fold slide at fold mark 15 (aft slide).

NOTE: This fold will bring the girt out from under the folds.

- (25) Position valise under folded slide and tie valise tie assembly to tie patch on slide surface.

- (26) Connect inflation lanyard segments by means of the quick-disconnect fitting.

CAUTION: DO NOT PULL INFLATION LANYARD.

- (27) Join upper and lower valise portions by bringing loop up through hole in girt and through the grommet in the upper portion of the valise. Secure loop with pin on inflation handle assembly.

- (28) Place inflation cable parallel and adjacent to flexible hose and secure by fastening velcro hook straps to velcro pile on valise.

NOTE: White hook straps on white pile and blue hook straps on blue pile.

- (29) Remove balloon from aspirators.

WARNING: FAILURE TO REMOVE BALLOONS MAY RESULT IN SLIDE FAILING TO INFLATE.

- (30) Place padding around inflation bottle pressure gage and valve.
- (31) Install packed slide in container (see paragraph 3).

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6. Inspection/Check Evacuation Slide

A. Pressure Check Evacuation Slide

- (1) Remove slide and container (see paragraph 3).
- (2) Remove slide from container and unfold slide on prepared surface (see paragraph 5).
- (3) Connect source of clean, dry compressed air to deflation valve.
- (4) Using test adapter (1038), inflate slide until relief valve opens, and record pressure. Maximum allowable relief pressure is 3.7 (± 2) psi.
- (5) Record pressure at which relief valve reseats. Minimum allowable reseating pressure is 2.9 (± 2) psi.
- (6) Reduce pressure in slide to 2.7 psi.

NOTE: Test pressures specified are for a temperature of 21.1°C (70°F). Air pressure within the slide will be affected by changes in temperature and barometric pressure. Record temperature and barometric pressure at beginning and end of test and correct final readings as follows: Correct for temperature by adding 0.1 psi for every 1.7°C (3°F) drop and subtracting 0.1 psi for every 1.7°C (3°F) rise. Correct for barometric conditions by adding 0.1 psi for every 0.2 inches of mercury that the barometric pressure increases and subtracting 0.1 psi for every 0.2 inches of mercury that the barometric pressure drops.

- (7) Check pressure after 1 hour. If pressure has dropped, increase pressure to 2.5 psi.
- (8) Check pressure after 2 hours. Maximum allowable pressure drop is 0.25 psi when corrected for temperature and barometric pressure changes.
- (9) Fold and pack slide in valise as described in paragraphs 4 and 5.
- (10) Install slide and container on door (see paragraph 3).

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EVACUATION SLIDES - MAINTENANCE PRACTICES

1. General

- A. Inflatable evacuation slides are located in containers at each passenger entrance door and galley service door. Maintenance practices for all slides are identical except as noted.
- B. Inspection/check and folding procedures should be performed in a specially prepared area with a clean, dry smooth surface. Do not walk on slides.

WARNING: EVACUATION SLIDES ARE INFLATED BY HIGH-PRESSURE INFLATION BOTTLES. BE EXTREMELY CAREFUL WHEN HANDLING SLIDES TO PREVENT INADVERTENT INFLATION, WHICH COULD CAUSE INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

Item	Name	Number	Manufacturer	Use
A	Vacuum cleaner (household type)		Local	Inflate and deflate slide
B	Mercury manometer		Local	Check slide pressure
C	Cotton thread	400/3 (black)	American Thread Company	Safety tie manual operation pins on aft slides
D	Tape (3/4-inch)	PPP-T-60, Type 3, Class 1		Tape clasp of slide release device
E	Nylon thread	V-T-295, Size E, Class 1		Safety tie release pin to webbing on slide
F	Safety plug	AN806-6		Plug inflation hose during slide pressure test

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3. Removal/Installation Evacuation Slide and Container (See Figure 201)

A. Remove Slide and Container

- (1) Release spring-loaded camloc fasteners at sides of each container mounting bracket on door.
- (2) Remove slide container from mounting brackets.
- (3) Move slide girt bar out of storage brackets on front of container.
- (4) Open container and disconnect container unlatching cable.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (5) Remove slide from container.

B. Install Slide and Container

- (1) Position slide in container with inflation bottle at hinged end so pressure gage will be visible through container window when container is closed.
- (2) Center square hole in girt around latch.
- (3) Install unlatching cable with cable on top of girt.

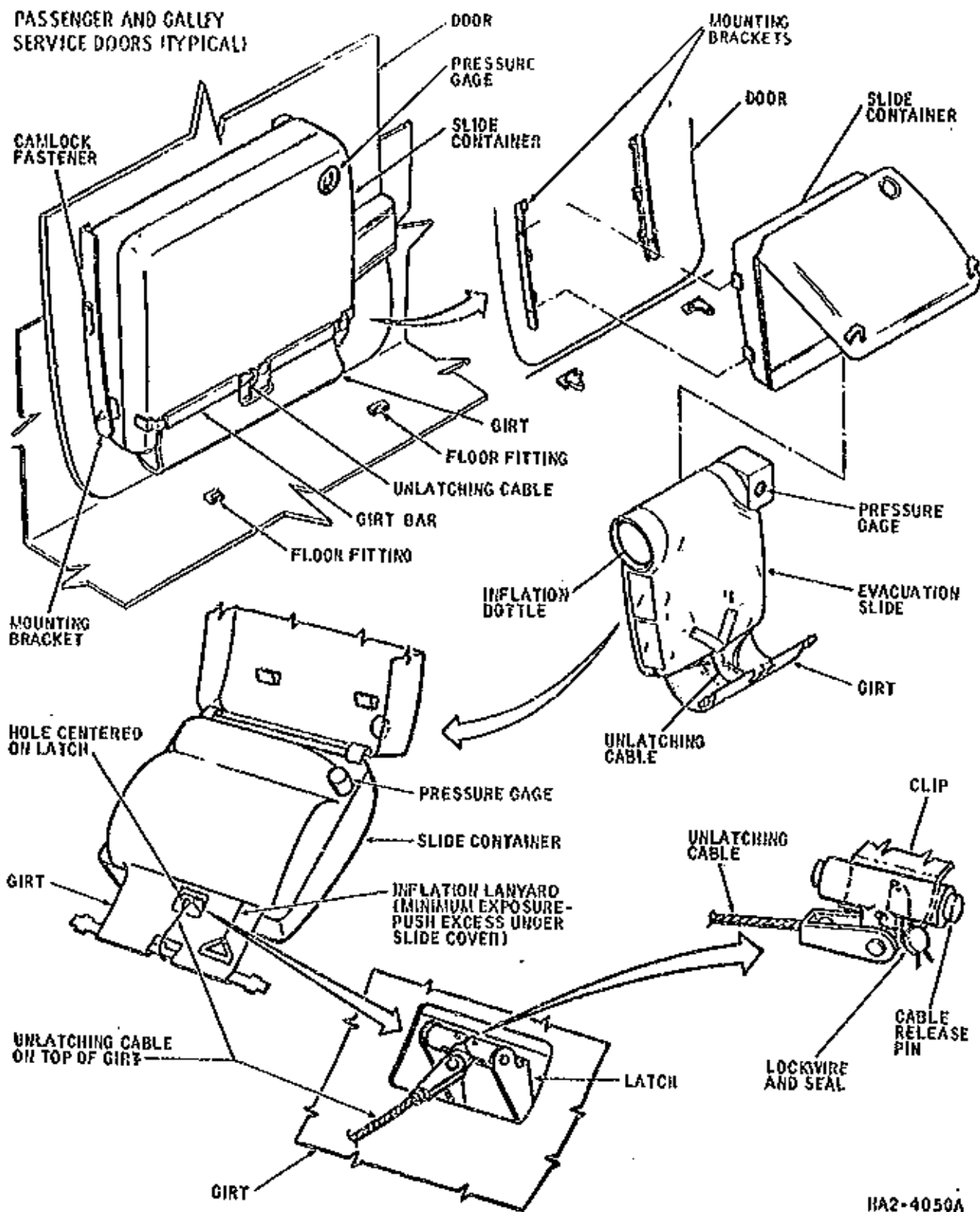
NOTE: Tab on latch pin must be rotated until it seats in tab stop.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (4) Verify that entire slide is within container and girt is centered in opening.
- (5) Close container. Do not latch.
- (6) Verify that pressure gage is aligned with window in container. Adjust slide if necessary.
- (7) Latch container by pressing down at center edge of cover above latch until latch snaps into place.
- (8) Fold girt with inflation handle inside crease and join velcro tapes.
- (9) Place girt bar in storage brackets on front of container and tuck girt under retaining cord on container bottom.
- (10) Install container on mounting brackets on door and secure camloc fasteners.

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PASSENGER AND GALLEY
 SERVICE DOORS (TYPICAL)



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Evacuation Slide Container -- Installation
 Figure 201

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- (11) Remove girt bar from storage brackets and check that girt bar will fit floor fittings.

WARNING: HANDLE GIRT BAR WITH EXTREME CARE TO PREVENT INADVERTENT INFLATION OF SLIDE.

NOTE: Inflation lanyard must be loose when girt bar is in position in floor fittings.

- (12) Remove girt bar from floor fittings by retracting one retaining hook and pulling bar inward.
- (13) Place girt bar in storage brackets on container and tuck girt under retaining cord on container bottom.
- (14) Install .020 copper safety wire to hold latch pin in locked position.

4. Removal/Installation Evacuation Slides (See Figure 202)

A. Install Slide - Packing Procedure

NOTE: Read entire procedure and review illustrations before attempting to pack slides.

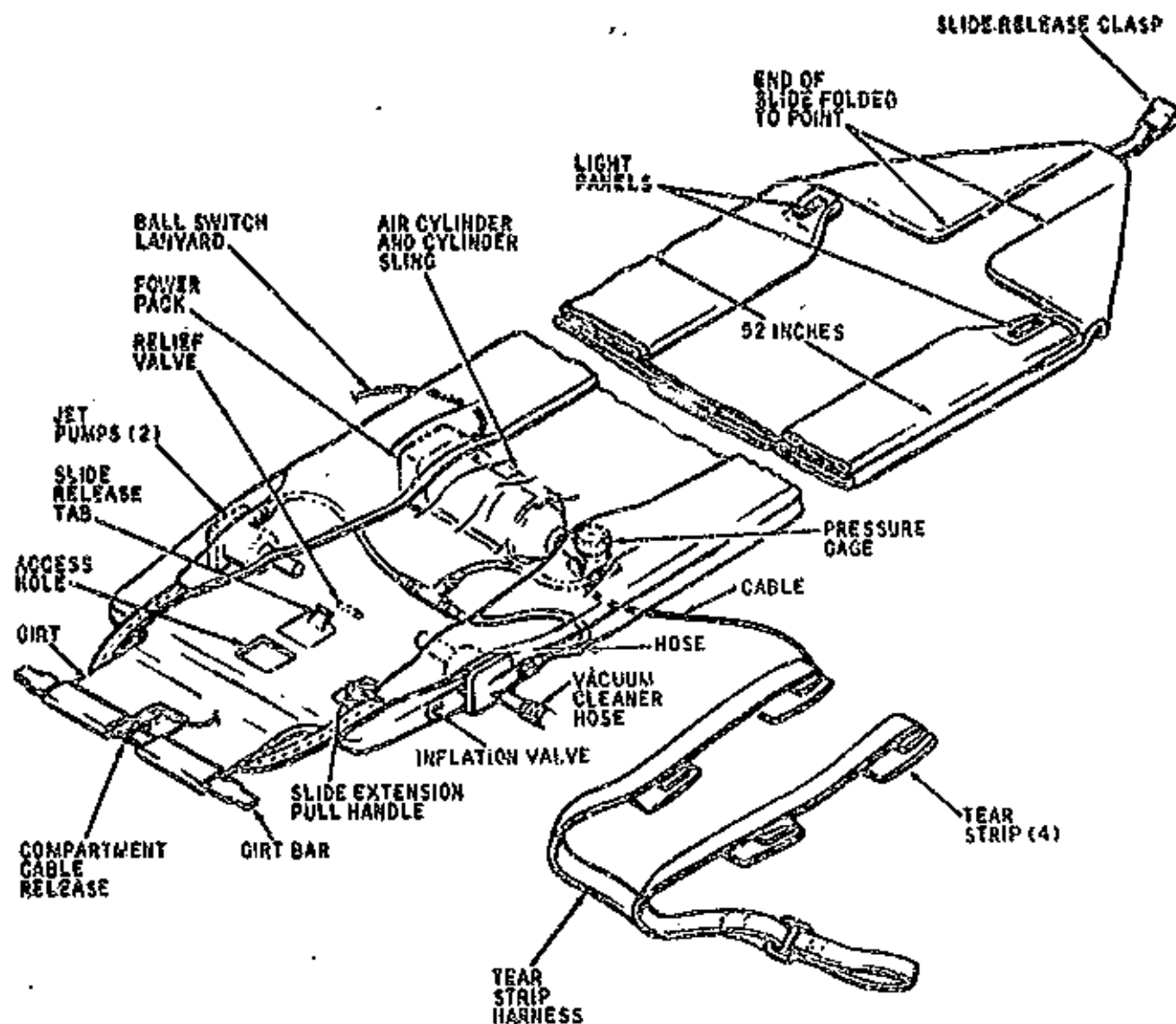
- (1) Unfold slide in upside down position on clean, smooth surface.

NOTE: Do not walk on slide.

- (2) Using vacuum cleaner or a source of clean, dry compressed air, inflate slide to relief valve operating pressure.

NOTE: Relief valve will open at 2.87 psi and close at 2.50 psi.

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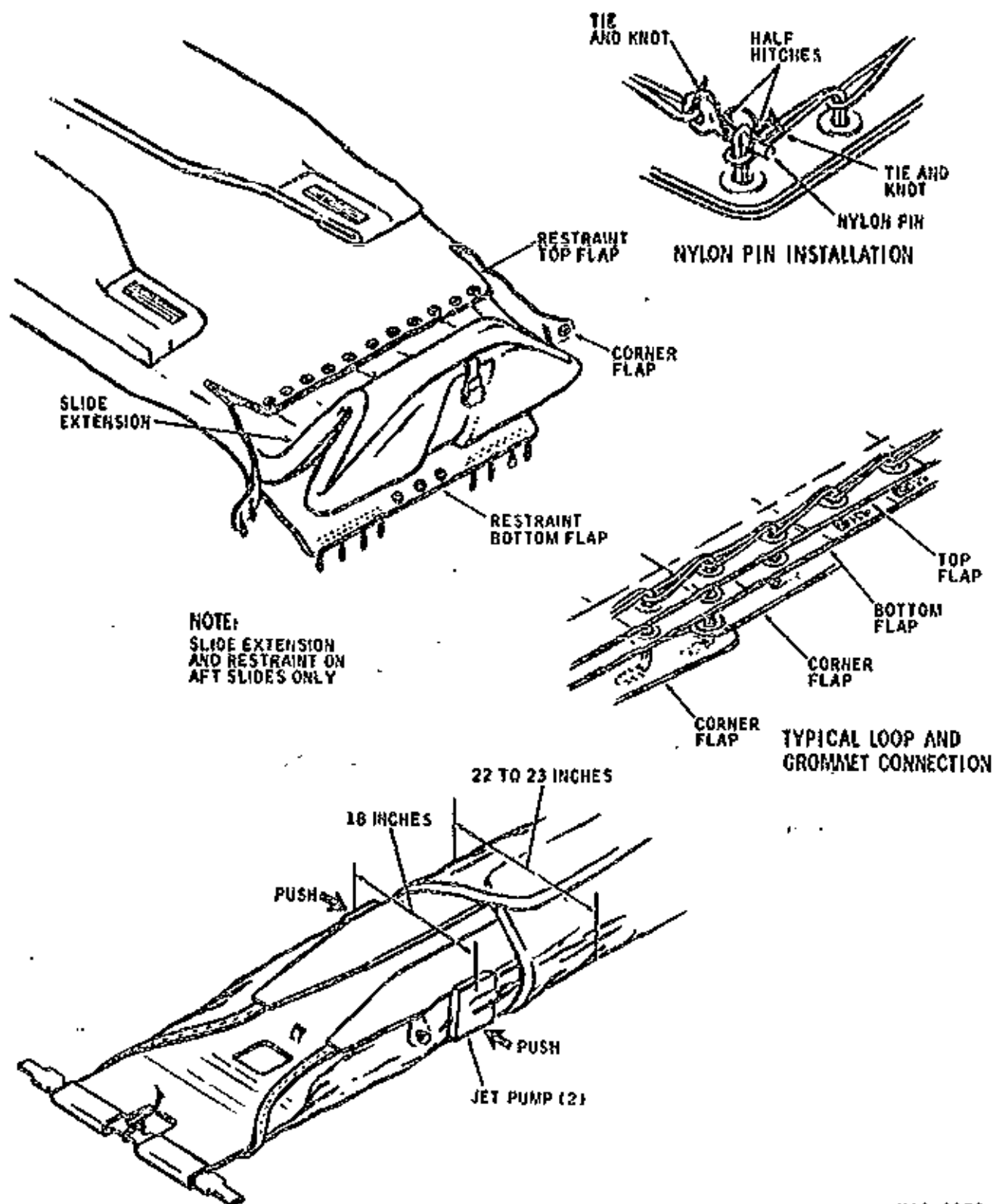
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Evacuation Slide - Packing Procedure
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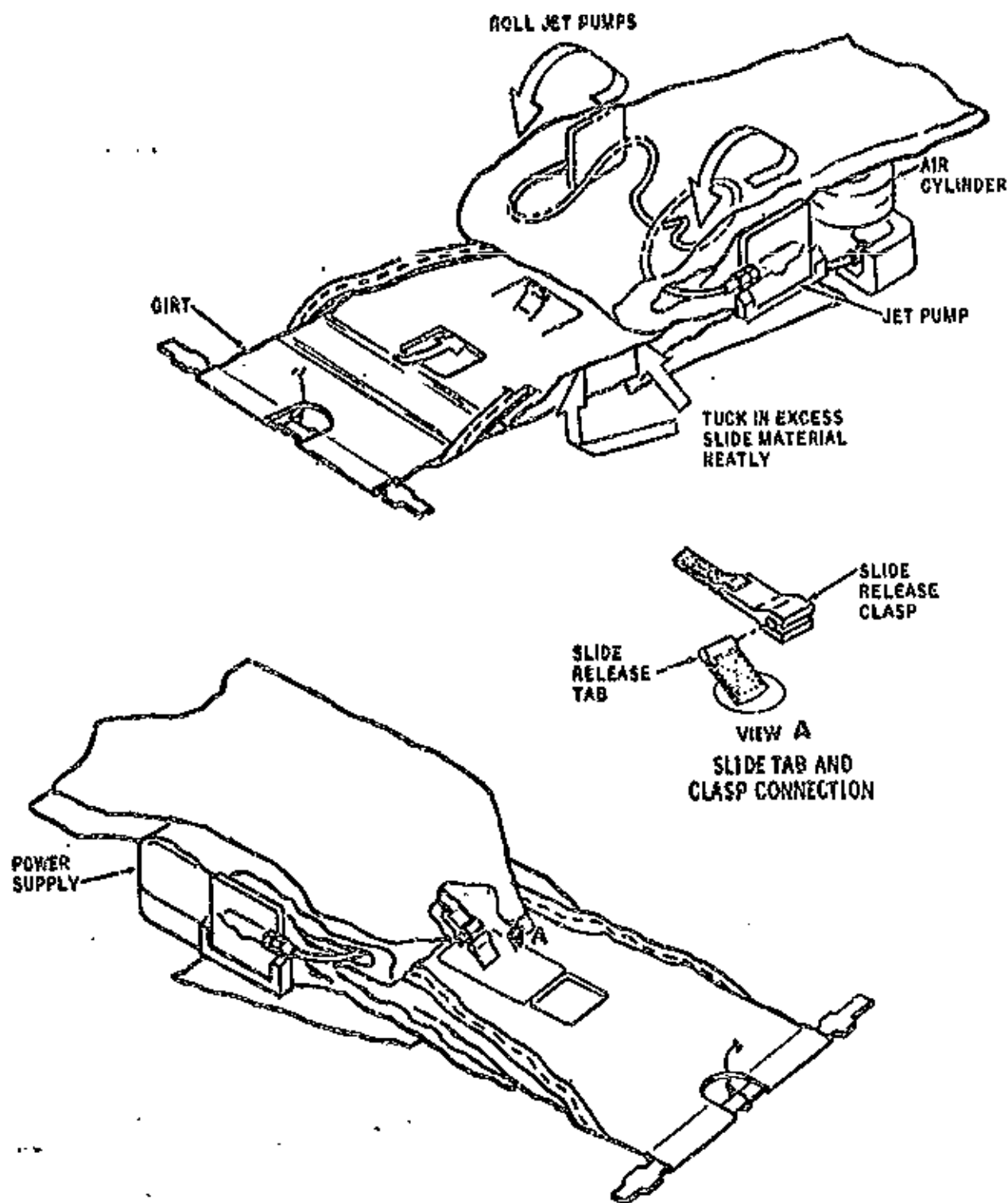
Evacuation Slide - Packing Procedure
 Figure 202 (Sheet 2)

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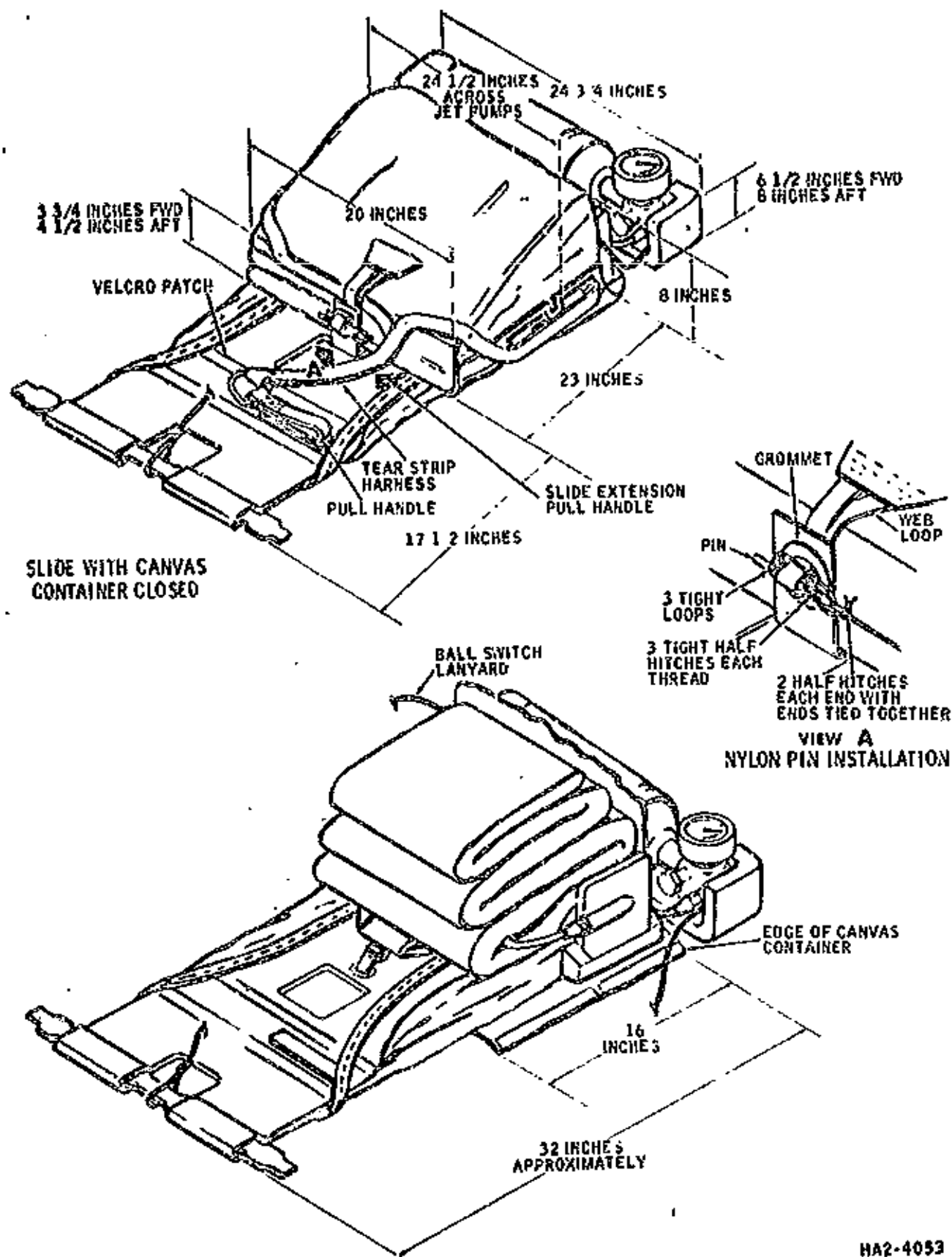
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Evacuation Slide - Packing Procedure
 Figure 202 (Sheet 4)

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- (3) Check air cylinder pressure (see paragraph 5, step A).
- (4) Install air cylinder in cylinder sling with pressure gage facing away from girt and secure by snapping retaining strap around cylinder.

WARNING: TO PREVENT UNADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED DURING PACKING PROCEDURES.

- (5) Connect flexible hose to cylinder making certain hose is free of forced bends or kinks.
- (6) Check power pack and light operation by removing ball from switch. Reinstall ball by pushing ball straight into flap on power pack pocket.
- (7) Turn slide over.

WARNING: BE EXTREMELY CAREFUL WHEN TURNING SLIDE TO PREVENT UNADVERTENT INFLATION OF SLIDE.

- (8) Insert end of vacuum cleaner hose into jet pump on valve side.
- (9) Tape or plug both jet pumps to prevent reentry of air.
- (10) Start vacuum cleaner and deflate slide with edge of rail tubes lying along edge of main body tubes. Width of slide should be approximately 52 inches and outboard longitudinal seams should be facing up.

NOTE: Evacuate as much air as possible from slide and keep vacuum cleaner operating throughout entire packing procedure.

- (11) Tighten inflation valve and snap cover in place.
- (12) Fold light panels flat under edge of rail tubes.

CAUTION: DO NOT CREASE LIGHT PANELS AT ANY TIME DURING PACKING PROCEDURES.

- (13) On forward slides, fold all corners of slide to form a point.
- (14) On aft slides, pack extendible portion as follows:
 - (a) Lay extendible portion of slide flat.
 - (b) Fold extension by making 1-1/2 accordion folds and flatten folds neatly within the restraint.
 - (c) Join corner flaps of restraint under bottom flap by threading first loop through grommet. Facing the restraint, thread each loop through the grommets of the top and bottom flaps and preceding loop, starting from the right (see Figure 202, sheet 2).

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- (d) Install nylon pin through last loop and safety tie pin with cotton thread.
 - (e) Attach extendible slide portion pull handle to Velcro patch on bottom of girt (see Figure 202, sheet 3).
- (15) Rotate air cylinder so that pressure gage faces up.
 - (16) Fold both edges of slide up and inward approximately 15-1/2 inches so that slide width is 22 to 23 inches; push jet pumps in to a dimension of 23-1/2 inches and tuck slide material at jet pumps in to width of 18 inches or less (girt width).
 - (17) Fold slide lengthwise so that cylinder sling is exposed.
 - (18) Position canvas container under slide; bring top flap of container under slide; bring top flap of cylinder stowage section and top flap of container up inside cylinder sling; position cylinder and close Velcro closure along back to enclose cylinder and power pack.
 - (19) Roll jet pumps and make short accordion fold to dimensions shown in Figure 202, sheet 3. Keep slide square with container.

NOTE: Dimensions specified are all maximum. Do not allow folds beyond dimensions, as folds have tendency to spread during packing and may exceed container capacity.
 - (20) Tuck all excess material between girt and jet pumps neatly within width of girt (18 inches).
 - (21) Fold slide under until edge of hole in girt is even with container.
 - (22) Fold slide lengthwise and join tab and clasp by inserting bead end of tap in cylindrical-shaped portion of clasp, making certain tab is positioned in center of clasp.

NOTE: Do not twist tab or clasp before joining. Make certain that fit is smooth and that material on edge of bead is not folded back into slot.
 - (23) Tape clasp with two complete loops of 3/4-inch tape.
 - (24) Accordion fold slide, making each fold as compact and neat as possible.
 - (25) Close canvas container, maintaining dimensions shown on Figure 202, sheet 3 as follows:
 - (a) Hold folds down and towards cylinder.
 - (b) Shift folds as necessary to make slide fit container.

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- (c) Tuck in point of first fold to square slide.
- (d) Pull container around folded slide.

NOTE: If canvas container cannot be closed, adjust each fold starting with first one until folded slide will fit within container.

- (e) Install tear strip by engaging half of strip on bottom flap of container and other half on top flap.
- (26) Install web through grommet on canvas container, making certain that webbing to tear strip is positioned under loop in container.
- (27) Insert pin through loop and safety tie with nylon thread as follows:
- (a) Make three tight loops adjacent to web loop on tip end of pin and secure with two half hitches to anchor pin to web loop.
 - (b) Extend thread ends to cable side of pin and secure with two tight half hitches against pin.
 - (c) Tie ends of thread with three overhand knots.
- (28) Remove vacuum cleaner and all tape from jet pumps.

CAUTION: MAKE CERTAIN! THAT ALL TAPE IS REMOVED FROM JET PUMPS, TAPE INADVERTENTLY LEFT ON PUMPS WILL CAUSE FAILURE IN SERVICE.

- (29) Install inflation lanyard on Velcro patch.
- (30) Loop excess air cylinder cable in elastic web inside container flap.
- (31) Tie power pack lanyard to webbing on tear strip with double half hitch.
- (32) Fold girt and join Velcro tape.
- (33) Install slide in door mounted container (see paragraph 3, step B).

5. Inspection/Check Evacuation Slides

A. Check Air Cylinder Pressure

- (1) Check air cylinder pressure. Pressure reading on air cylinder gage should be within 3 percent of value listed at temperatures listed below:

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<u>Pressure (psi)</u>	<u>Temperature</u>
3790	73.9°C (165°F)
3475	51.7°C (125°F)
3250	37.8°C (100°F)
3000	21.1°C (70°F)
2700	0.0°C (32°F)
2425	-17.8°C (0°F)
2270	-28.9°C (-20°F)
2100	-40.0°C (-40°F)
1875	-53.9°C (-65°F)

B. Evacuation Slide Pressure Check

- (1) Remove slide from container and unfold slide on clean, smooth area.

WARNING: TO PREVENT UNADVERTENT ACTUATION OF AIR CYLINDER VALVE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (2) Disconnect air cylinder hose from slide and plug hose with AN806-6 fitting.
- (3) Make visual check of slide for cuts, abrasion areas, frayed cordage, bare wires, and damaged grommets.
- (4) Using vacuum cleaner or source of dry, filtered compressed air connected to inflation valve, inflate slide to relief valve operating pressure. Check that valve opens at 2.87 (± 0.25) psi and closes at 2.50 (± 0.25) psi.

NOTE: Measure pressure with mercury manometer or gage calibrated in increments of 0.1 psi or less.

- (5) Reduce slide pressure to 2 psi. Allow slide to stand for 1 hour.
- (6) Check pressure. If pressure has dropped, raise pressure to 2 psi again and let stand for 4 hours.
- (7) Check pressure after four hours. Allowable pressure drop is 0.5 psi.

NOTE: Slide pressure is affected by barometric pressure and temperature changes. Record temperature and barometric pressure at the beginning of the pressure checks and make corrections as follows:

- (a) To correct for temperature, subtract 0.1 psi for every 1.8°C (3°F) rise in temperature or add 0.1 psi for every 1.8°C (3°F) drop.

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- (b) To correct for barometric conditions, add 0.1 psi for every 0.2 inch of mercury that barometric pressure has increased or subtract 0.1 psi for every 0.2 inch of mercury that barometric pressure has dropped.

- (8) Fold and pack slide (see paragraph 4).

C. Power Supply Unit Check.

- (1) Activate power supply unit.
- (2) All light panels should be uniformly lit. If light panels show variations in operation, complete steps (3) through (5).
- (3) Remove power supply unit cover.
- (4) Measure battery voltage at terminals.

NOTE: Battery voltage should be 13 volts dc minimum.

- (5) Replace battery if voltage is less than 13 volts dc.

NOTE: Continued use of battery pack with less than 13 volts dc will result in rapid loss of light intensity.

- (6) Connect a 600 volt, 0.02 mfd capacitor and a 100,000 ohm, 2-watt resistor in parallel to the power supply output leads.

CAUTION: CONNECT THE CAPACITOR AND RESISTOR BEFORE ACTIVATING BALL SWITCH. MAKE SURE THE CONDUCTORS OF THE UNUSED TWIN LEAD ARE NOT IN CONTACT WITH EACH OTHER.

NOTE: The power supply has two, gray, twin-lead, output cables. Use the two conductors of either twin lead.

- (7) With an ac voltmeter, check the capacitor. If the voltage is under 100 volts ac in a parallel-connected unit or 300 volts ac in a series-connected unit, replace the power supply unit.

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EVACUATION SLIDES - MAINTENANCE PRACTICES

1. General

- A. An inflatable evacuation slide is installed above each service and each passenger entrance door. The removal and installation procedures for all the inflatable evacuation slide assemblies are identical and are covered in paragraphs 1 through 4. Non-inflatable slides are provided for the Type I Exits. Maintenance practices for non-inflatable slides are covered in paragraph 5.

2. Removal/Installation Slide Assembly (DC-8/8F 50)

A. Remove Inflatable Slide Assembly

- (1) Remove cover assembly from evacuation slide door.
- (2) Pull actuator bar down until door unlatches.
- (3) Open slide door slowly. Support evacuation slide when door opens wide enough to permit access.
- (4) Secure slide door with door prop and secure slide with three straps within compartment.
- (5) Unhook stabilizer straps from clevises above slide door.
- (6) Disengage actuator bar from actuator pins.
- (7) Lower slide to floor.

NOTE: Do not unfold slide unless it is necessary to do so. If the slide becomes unfolded, see paragraph 4.

- (8) Disconnect inflation line at quick-disconnect on slide.

B. Install Inflatable Slide Assembly

- (1) Connect inflation line at quick-disconnect coupling.
- (2) Place slide on the slide compartment door and support slide so slide cannot fall.
- (3) Engage actuator bar on actuator pins.
- (4) Strw inflation line between door and slide.

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- (5) Attach two stabilizer strap hooks to clevises above slide door. Stow excess length of straps between folds of slide package. (See Figure 202.)

CAUTION: MAKE CERTAIN THAT THE STABILIZER STRAPS ARE ABOVE AND CLEAR OF THE INFLATION LINE, STRAPS, AND THE WEB ATTACHING THE SLIDE TO THE ACTUATING BAR. (SEE FIGURE 202.)

- (6) Release three straps around slide.
- (7) Release and latch door prop.
- (8) Push slide inboard to secure actuator bar on actuator pins and fully close slide door.
- (9) Place cover over slide door.

3. Inflation System and Inflatable Slide Leak Test (DC-8/8F 50)

A. Inflation System Leak Test

- (1) Open slide door.
- (2) Remove slide (see paragraph 2).
- (3) Disconnect inflation line at quick-disconnect coupling.

CAUTION: CARE MUST BE TAKEN NOT TO PULL THE RELEASE CABLE AND RELEASE PRESSURE INTO THE LINE.

- (4) Test all connections between bottle discharge valve and quick-disconnect on inflation hose as follows:
 - (a) Make certain discharge valve is closed.
 - (b) Charge bottle to 1500 (± 100) psi.
 - (c) Remove safety wire and release pressure into line by rotating cam in discharge valve to open position. To rotate cam, insert a pin or screw through slotted hole in valve face cover and engage 1/8-inch hole in cam.
 - (d) Apply a bubble fluid solution on all connections.
 - (e) If any connection leaks within 1 minute, perform the following steps:
 - 1) Reduce pressure in the bottle to zero by backing off on filler swivel nut on filler valve.
 - 2) Make certain connection is properly tightened.

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- 3) Make certain there is no foreign matter in connection.
 - 4) Replace all faulty parts.
 - 5) Rotate discharge valve cam to closed position and install safety wire.
 - 6) Pressurize bottle to 3000 (± 100) psi.
- (5) Leak test inflation bottle assembly connections as follows:
- (a) Make certain discharge valve is closed.
 - (b) Charge bottle to 3000 (± 100) psi, using air or dry nitrogen.
 - (c) Apply a bubble fluid solution to the following connections:
 - 1) Discharge valve connection to bottle.
 - 2) Filler valve and gage unit connections.
 - (d) If any connection leaks within 2 minutes, perform following steps:
 - 1) Reduce pressure in bottle to zero, by backing off filler swivel nut on filler valve.
 - 2) Make certain all connections are properly tightened.
 - 3) Replace all faulty parts.
 - 4) Pressurize bottle to 3000 (± 100) psi.
 - 5) Install slide (see paragraph 2).

B. Inflatable Slide Leak Test

NOTE: A leak test of inflatable slide should be performed periodically, and after each use.

- (1) Remove slide (see paragraph A); unfold slide on a clean floor area.

CAUTION: DO NOT WALK ON SLIDE.

- (2) Inflate slide, using a household-type vacuum cleaner or filtered air from a compressor. (Use mattress valve provided; do not use jet pumps.)

NOTE: Measure pressure with a mercury manometer or a gage calibrated in increments of not greater than 1/10-pound.

- (a) Check pressure after 1 hour. If pressure is below 2 psi, raise pressure to 2 psi.

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- (b) Check pressure after 4 hours. The permissible pressure drop is 1 psi. If pressure is below 1 psi, inflate to 2 psi and test for leaks by swabbing tubes and jet pumps with a bubble fluid solution. (Wash off bubble solution with clear water.)

NOTE: Air pressure in the slide is affected by a change in temperature. A temperature change of 3°F will cause a pressure change of 1/10-pound.

- (3) Mark leaking areas with chalk.
(4) After repairs have been made, repeat slide leak test.
(5) Fold slide. (See paragraph 4.)

4. Folding Instructions and Check of Inflatable Evacuation Slide (DC-8/8F 50)

A. Folding Instructions (Inflatable Evacuation Slide)

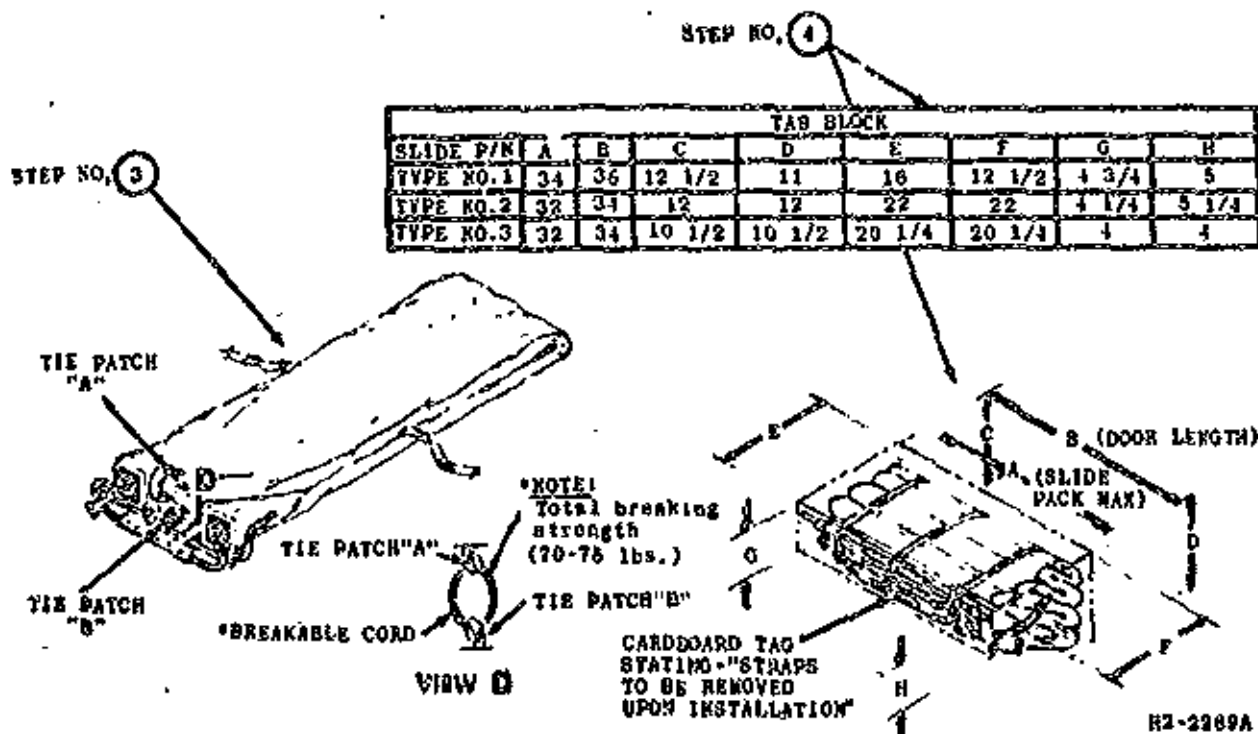
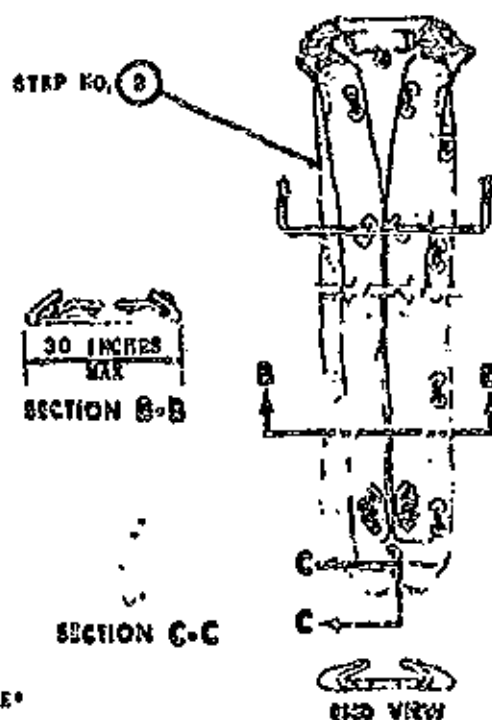
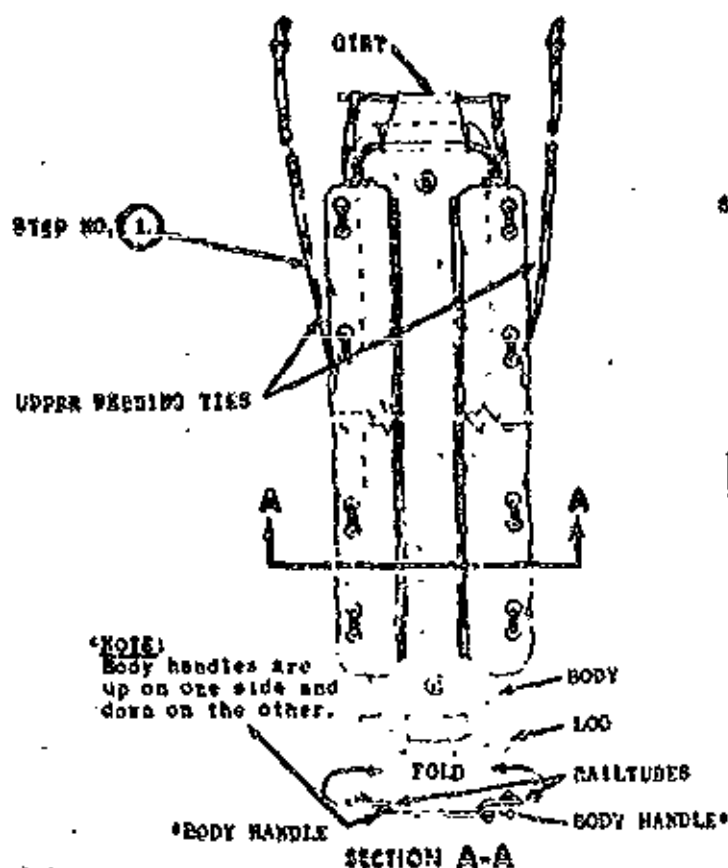
NOTE: The forward and aft slide vary in length. The two aft slides, referred to as Type 2, are identical and are longer than the two forward slides. The two forward slides are similar, except that the slide installed at the service door has a shorter bar. The slide installed at the service door is referred to as Type 3 and the slide at the forward passenger entrance door is referred to as Type 1. Extreme care should be taken in handling and folding the evacuation slides. Folding should be done in a clean dry place and the slide should not be walked upon. References in the following instructions correspond to the callouts in Figure 201.

- (1) Spread out slide as smooth as possible as shown in step 1, Figure 201.
(2) Close all valves.
(3) Hold slide fabric against inside of jet pumps to prevent a vacuum from drawing air in through jet pumps.
(4) Open mattress valve and exhaust air from evacuation slide with a household-type vacuum cleaner. When maximum air has been exhausted, close mattress valve to prevent re-entry of air into slide.
(5) Dust entire slide lightly with talc.

NOTE: The upper webbing ties should be extended from the rail tubes.

- (6) Fold rail tubes toward center with jet pump elbow and tee in a horizontal position, and webbing patches in position as shown in step 2, Figure 201.

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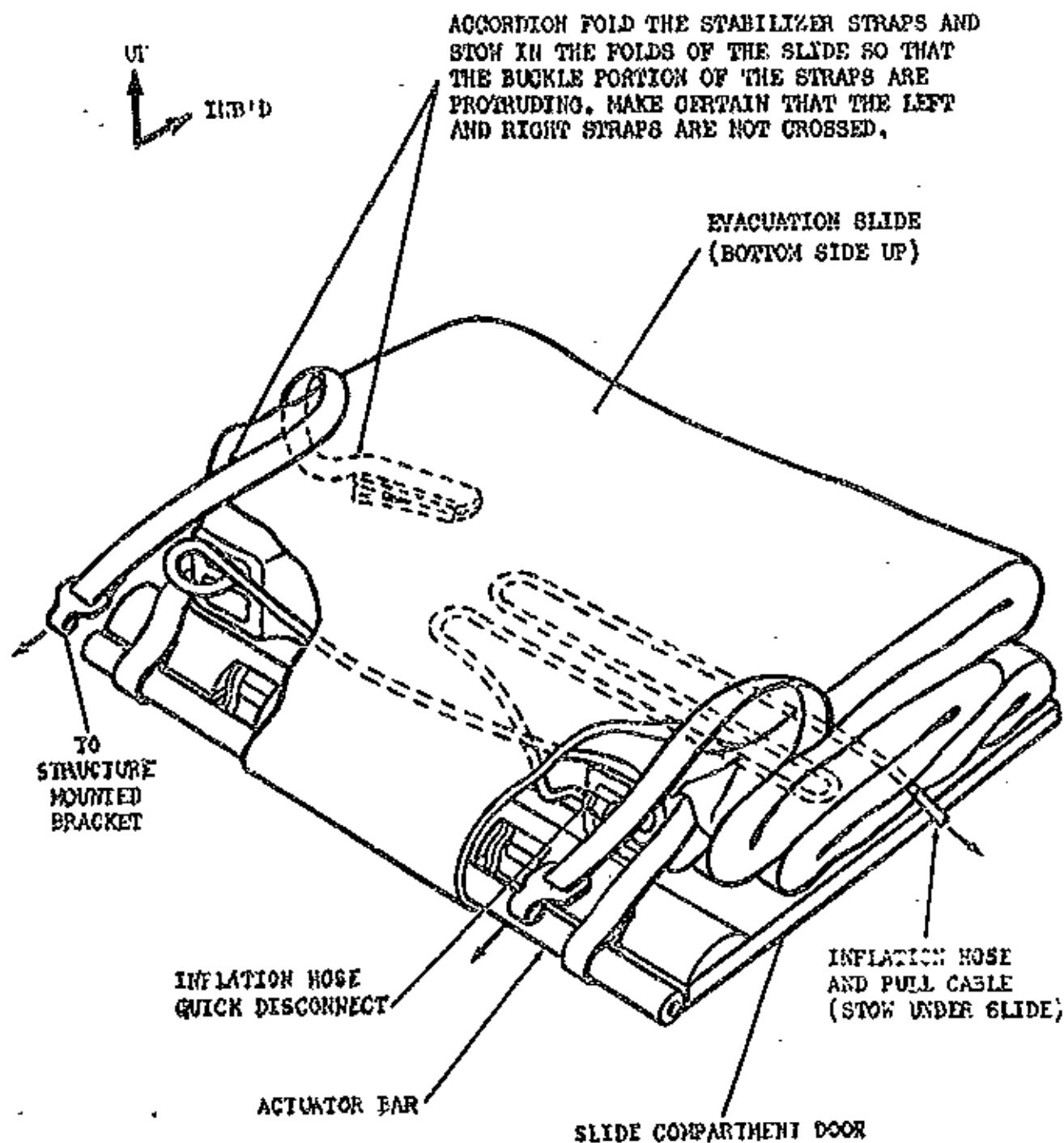


Inflatable Evacuation Slide Folding Instructions
 Figure 201

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- (7) Fold edges of slide body, with handles in, toward center as shown in step 2, section B-B.
- (8) Fold slide in half, so tie patch A matches tie patch B.
- (9) Tie patches together with a cord as shown in step 3.
- (10) Accordion-fold slide four to six times as shown in step 4. Dimensions for each fold must not exceed those given in table shown in step 4.
- (11) After slide has been folded, buckle three straps provided to keep slide folded prior to installation in slide compartment.
- (12) Accordion-fold stabilizer straps and stow straps in ends of folds of slide package so buckle portion of straps are protruding. (See Figure 202.)

NOTE: Rubber bands may be used to secure the webbing bundles.

B. Visual Check of Slide.

NOTE: A roll-out visual inspection of slide should be performed periodically.

- (1) Remove slide (see paragraph A), and unfold on clean floor.
CAUTION: DO NOT WALK ON THE SLIDE.
- (2) Check slide for cuts and chafing; repair if necessary.
- (3) If pressure worthiness of slide is questionable, perform leak test as outlined in paragraph 3.
- (4) Fold slide (see paragraph 4).
- (5) Install slide as outlined in paragraph 2.

5. Removal/Installation Non-Inflatable Slide Assembly (DC-8F-50)

A. Remove Non-Inflatable Slide - Type I Exits

- (1) Remove cover of slide compartment slowly, while supporting slide and slide bar.
- (2) Disconnect stabilizing straps by unhooking color coded hooks from clevises.
- (3) Remove slide from slide container.

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B. Preinstallation Instructions - Non-Inflatable Slide

NOTE: A clean flat surface, approximately 8 feet x 20 feet, is required for inspection and folding of slide.

- (1) Unfold slide on a clean dry surface.
- (2) Perform complete inspection on all surfaces of slide for abrasions, cuts, or tears; repair if necessary.
- (3) Spread slide out flat, with bright red portion facing upward (see Figure 203).
- (4) Fold one colored side over grey seat portion, keeping fold near dividing seam.
- (5) Fold stabilizing strap and reinforcement flap back along fold, bringing a portion of strap and hook up under end of mooring bar.
- (6) Repeat steps (4) and (5) for remaining colored side panel and stabilizing strap.
- (7) Starting at lower end of slide (opposite stabilizing straps), make a fold of approximately 6 inches, up and toward upper end of slide. Repeat folding process until slide is completely folded.
- (8) Place excess stabilizing straps so they will not be crossed and will remain on sides to which they are attached. Hook ends must be free to pass mooring bar on side away from folded slide.
- (9) Attach placard to slide by snap fasteners provided.

NOTE: Prior to installation, the slide must be turned to place the green hook on the left and the yellow hook on the right when looking outboard.

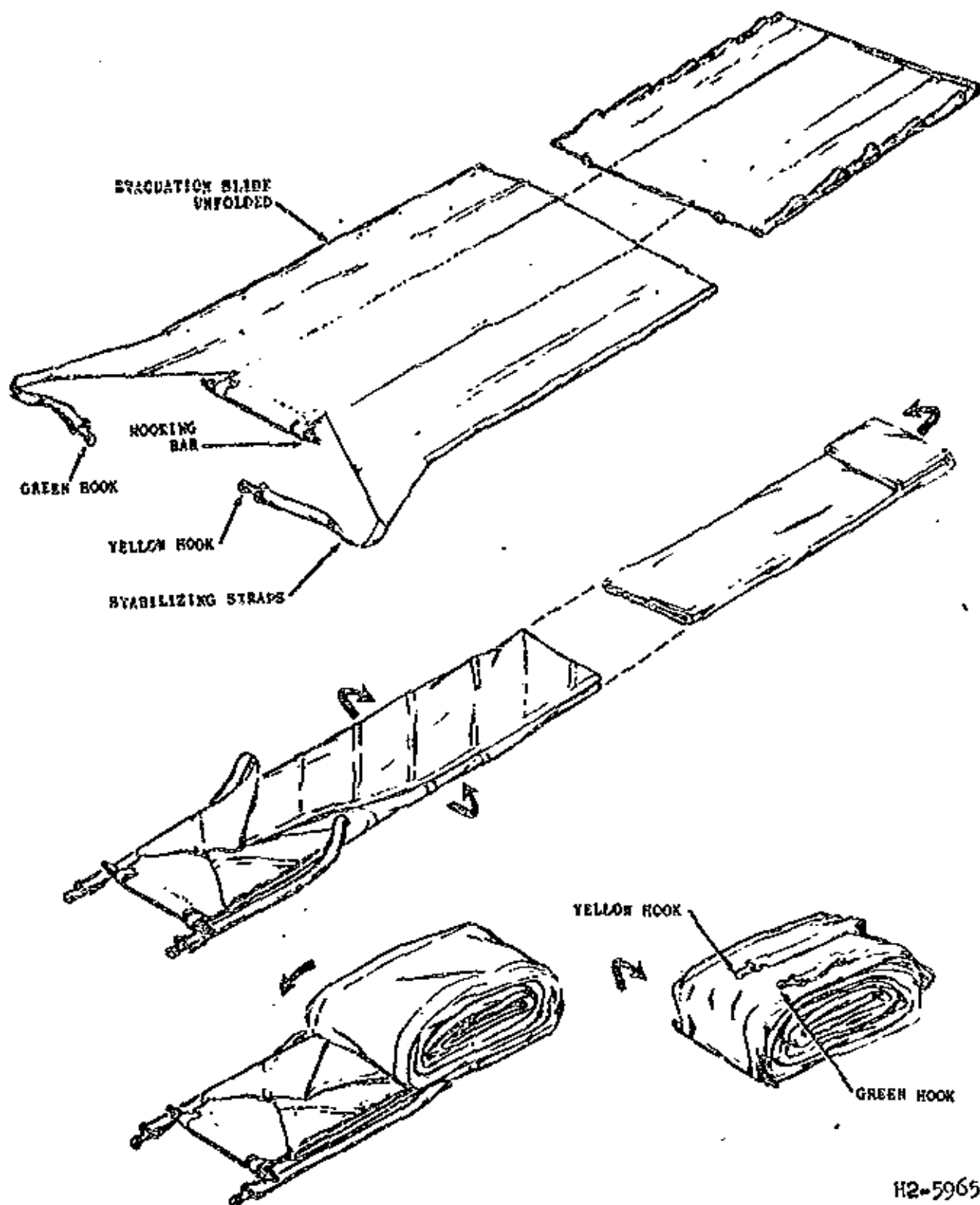
C. Install Non-Inflatable Slide Assembly

NOTE: Before installation, slide must be inspected and folded as outlined in paragraph B.

- (1) Hold slide so slide is folded up and inboard from mooring bar (see Figure 204).

NOTE: The stabilizing straps must be above the mooring bar, with the yellow hook on the right and the green hook on the left when looking outboard.

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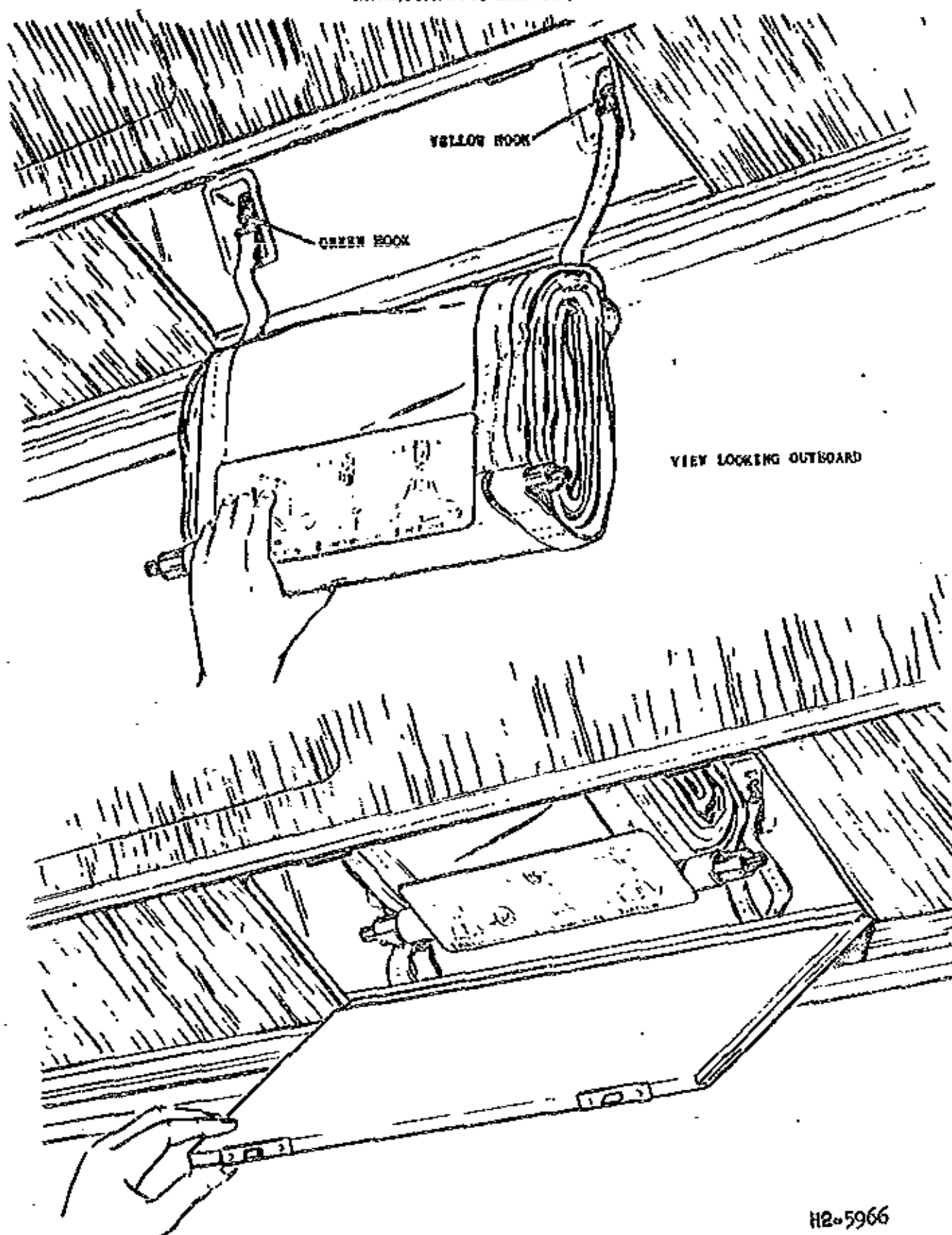
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Non-Inflatable Evacuation Slide Folding Instructions
 (Type I Exite, DC-8F)
 Figure 203

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Non-Inflatable Evacuation Slide Installation
(Type I Exits, DC-8F)
Figure 204

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- (2) Connect hooks to their respective color coded clevis fittings.
- (3) Place slide in slide compartment.

CAUTION: STABILIZING STRAPS MUST BE CAREFULLY ROUTED ABOVE MOORING BAR AND THE EXCESS TUCKED INTO THE FOLDS OF THE SLIDE TO PREVENT ENTANGLEMENT WITH THE BAR.

- (4) Install evacuation slide cover.

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EVACUATION SLIDES - MAINTENANCE PRACTICES

1. General

- A. Inflatable evacuation slides are located in containers attached to each passenger entrance door, galley service door, and Type 1 emergency exit.
- B. Inspection/Check and packing procedures should be performed in a specially prepared area that has a dry, smooth surface free from dirt, grease, and abrasive or sharp particles. Do not walk on slides.

WARNING: EVACUATION SLIDES ARE INFLATED BY HIGH PRESSURE GAS (NITROGEN) SUPPLIES. BE EXTREMELY CAREFUL WHEN HANDLING SLIDES TO PREVENT INADVERTENT INFLATION, WHICH COULD CAUSE INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

Item	Name	Number	Manufacturer	Use
A	Vacuum cleaner		Local	Deflate and inflate slide
B	Truarc pliers			Install lockrings in release device
C	Mercury manometer		Local	Check slide pressure during leak test
D	Balloons, (2), 2-inch, round		Local	Hold flapper valve during deflation of slide
E	Shot bags (2)	15 lb min	Local	Hold slide for folding
F	Packing paddle (wood)		Local	Pack cover flaps in valise
G	Safety plug (2)	AN814-6D	Local	Plug inflation bottle outlet valve

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Item	Name	Number	Manufacturer	Use
H	Test adapter	1038	Pacific Inflatables Company	Adapt deflation valve to inflate slide during leak test
I	Cotton thread	4.4 T/S	Local	Safety tie slide pull pin
J	Cotton thread	400/3 (black)	American Thread Company	Safety tie manual operation pins on aft slides
K	Tape (3/4-inch)	PPP-T-60, Type 3, Class 1		Tape clasp of slide release device
L	Nylon thread	V-T-295, Size E, Class 1		Safety tie release pin to webbing on slide
M	Safety plug	AN806-6		Plug inflation hose during slide pressure test

3. Removal/Installation Evacuation Slide and Container (See Figure 201.)

A. Remove Slide and Slide Cover (Emergency Exit, Type 1)

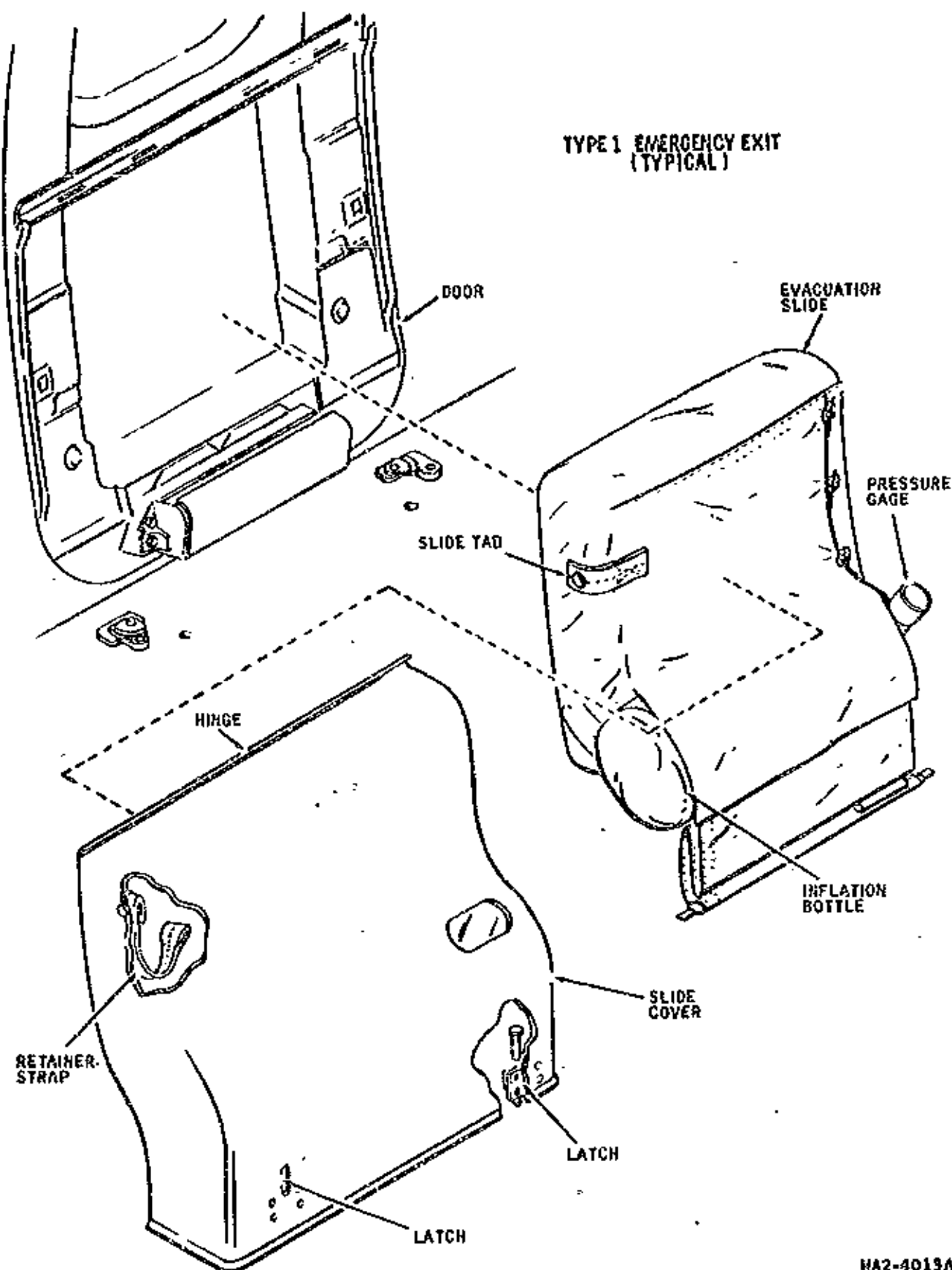
WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, HANDLE WITH CARE. MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED DURING PROCEDURE.

- (1) Remove evacuation slide cover from the exit door by inserting suitable tool into latch slots at bottom of cover and lifting latch pins out of strikers on floor.
- (2) Disengage hold-in strap from door back panel and remove hold-in strap from loop in end of slide cover retaining strap.
- (3) Disconnect inflation lanyard from backup handle by disengaging lanyard from quick disconnect fitting at ring on girt bar.
- (4) Carefully remove inflation lanyard through ring in girt bar.

CAUTION: PERFORM THIS STEP WITH EXTREME CARE TO PREVENT INADVERTANT INFLATION OF THE SLIDE. DO NOT PULL INFLATION LANYARD.

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TYPE 1 EMERGENCY EXIT
 (TYPICAL)

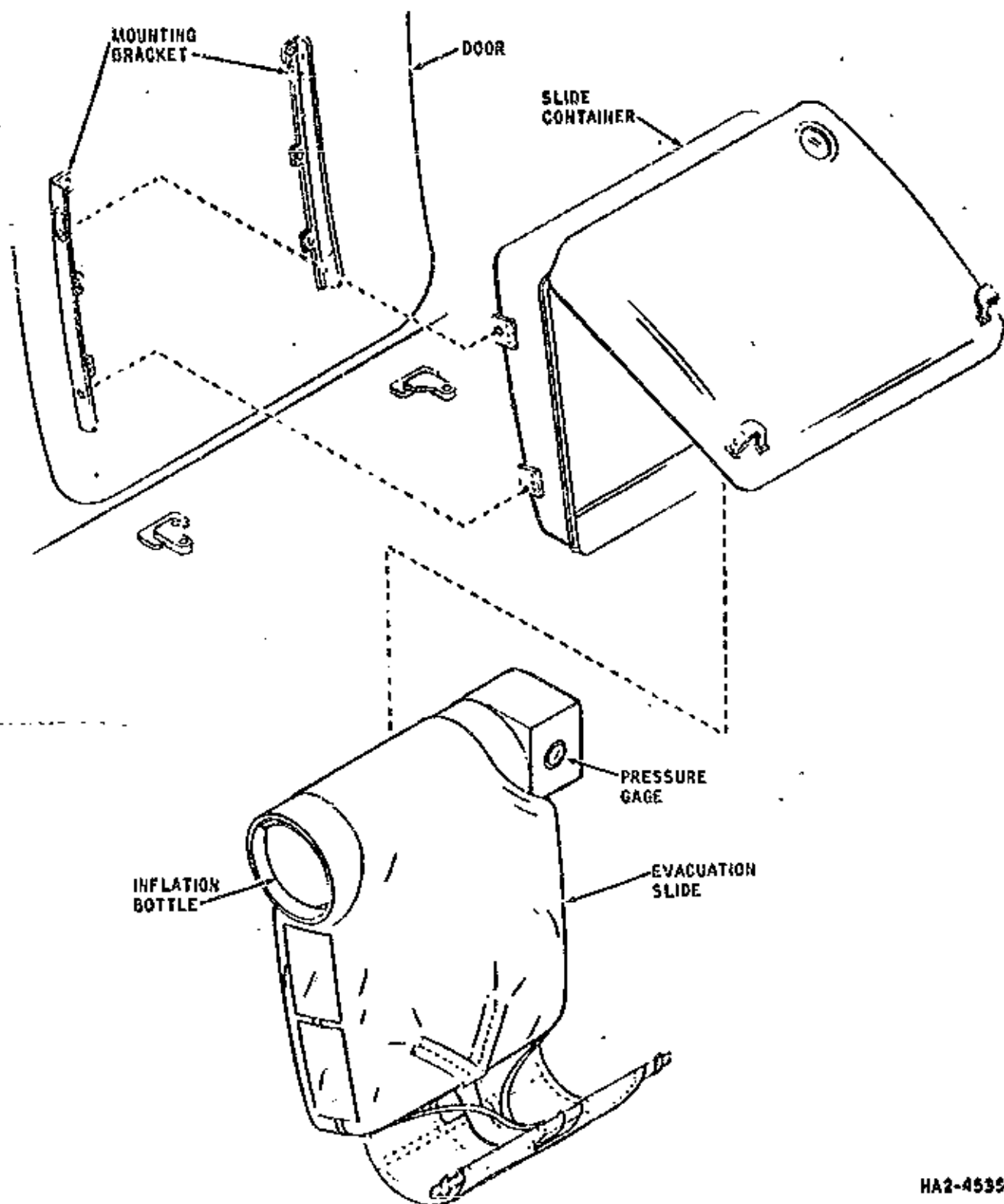


Evacuation Slide-- Removal/Installation
 Figure 201 (Sheet 1)

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- (5) Release girt bar from floor fittings.
- (6) Holding air bottle, tip slide inward and remove slide from pocket in door.

B. Install Slide and Cover (Emergency Exit, Type 1)

- (1) Make certain that inflation bottle pressure gage indicates 3000 (± 300) psi.
- (2) Place slide into pocket in exit door with inflation bottle resting on snubber cover.
- (3) Join glove fasteners on slide to door back panel.
- (4) Carefully install girt bar into girt bar floor fittings.
- (5) Place backup inflation handle on girt.
- (6) Run inflation lanyard through ring on girt bar and engage lanyard to the quick disconnect fitting on the backup handle.

CAUTION: PERFORM THIS STEP WITH EXTREME CARE TO PREVENT INADVERTENT INFLATION OF THE SLIDE. DO NOT PULL INFLATION LANYARD.

- (7) Run hold-in strap of slide through loop on end of slide cover retaining strap.
- (8) Attach hold-in strap to glove fastener on door back panel.
- (9) Place slide cover into position ensuring the latch pins are securely seated in strikers on floor.
- (10) Push slide cover outboard and insert lip of cover into mating groove on door.

NOTE: Prior to securing the slide cover, verify the pressure gage is properly aligned with viewing window in cover.

C. Remove Slide and Slide Container (Passenger and Service Doors)

- (1) Release spring-loaded camloc fasteners at sides of each container mounting bracket on door.
- (2) Remove slide container from mounting brackets.
- (3) Move slide girt bar out of brackets on front of container.
- (4) Open container and disconnect container unlatching cable.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

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- (5) Remove slide from container.

D. Install Slide and Slide Container (Passenger and Service Doors)

- (1) Position slide in container so that pressure gage will be visible through container window when container is closed.
- (2) Connect container unlatching cable to cable on girt bar and close container.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (3) Place girt bar in brackets on front of container.
- (4) Install container on mounting brackets on door and secure with camloc fasteners.

4. Removal/Installation Evacuation Slide and Inflation Bottle (Emergency Exit, Type I) (See Figure 202.)

A. Remove Slide and Inflation Bottle from Valise

- (1) Remove packed slide from container and place slide on prepared surface with pressure gage facing up.

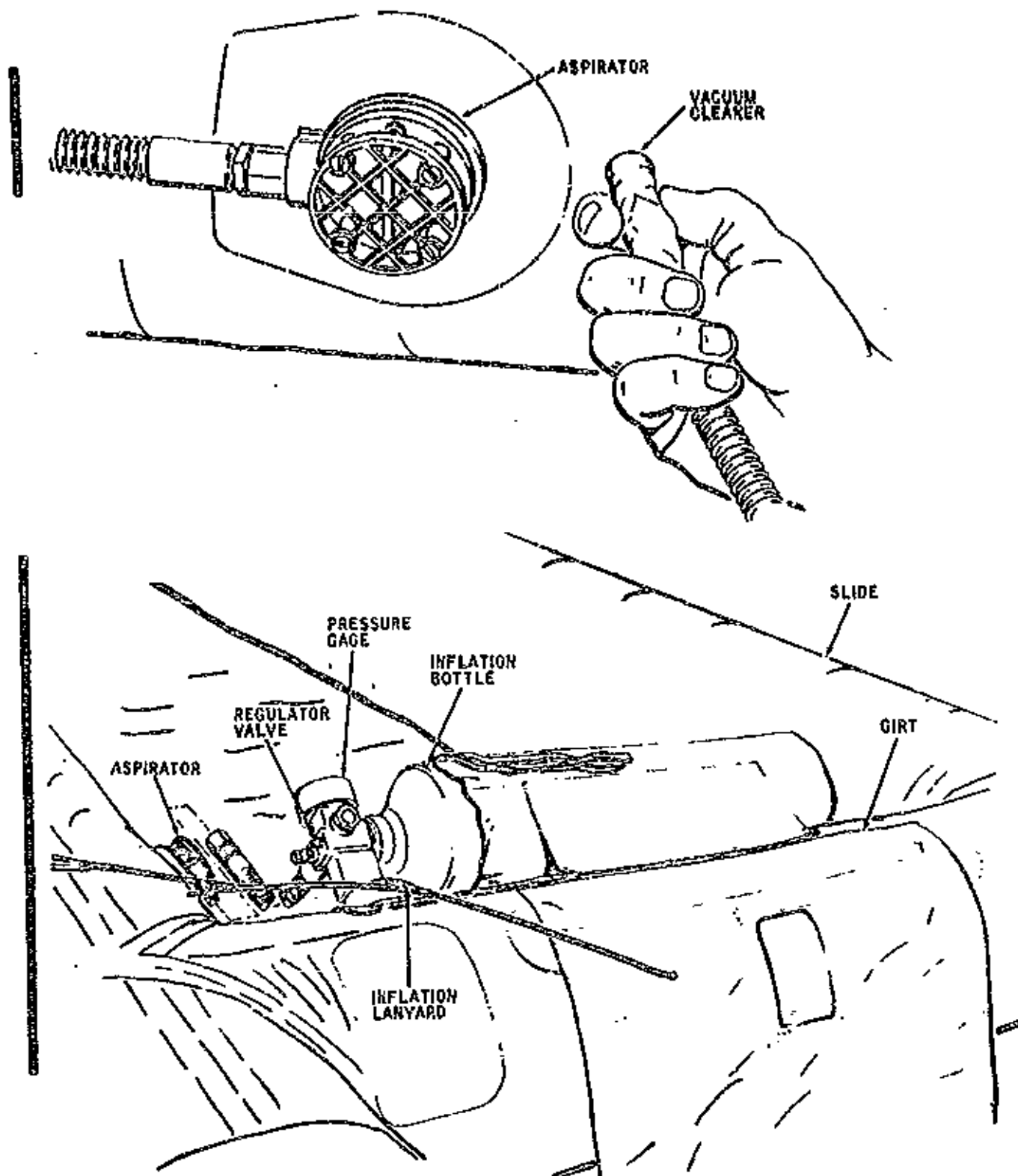
WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (2) Open fasteners on both sides of valise.
- (3) Release pull pins attached to firing lanyard.
- (4) Disconnect firing lanyard quick-disconnect fitting.
- (5) Disconnect flexible hose from inflation bottle valve and insert safety plug (AN814-6D) in valve outlet (two outlets on each aft slide, one outlet on each forward slide).

CAUTION: SAFETY PLUG WILL PREVENT DISCHARGE OF COMPRESSED AIR FROM BOTTLE BUT WILL NOT PREVENT ACTUATION OF VALVE. BE CAREFUL WHEN HANDLING INFLATION LANYARD TO PREVENT ACTUATION OF VALVE.

- (6) Disconnect swivel end of flexible hose from aspirator valve inlet (two inlets on each aft slide, one inlet on each forward slide). Cap all openings to prevent entry of foreign matter.
- (7) Remove cover from release device.

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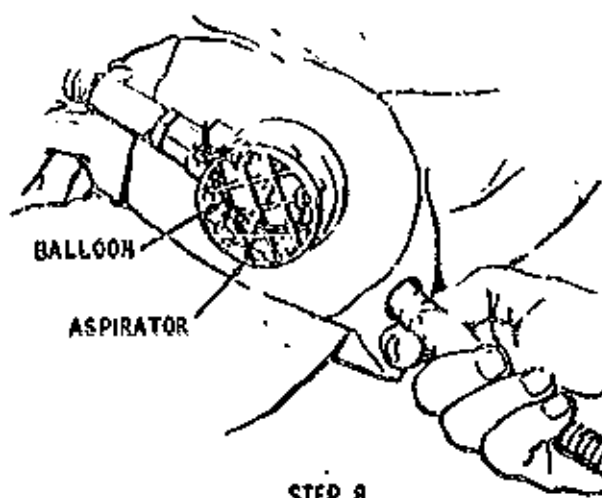
Evacuation Slide -- Folding Procedures
 (Emergency Exit, Type I)
 Figure 202 (Sheet 1)

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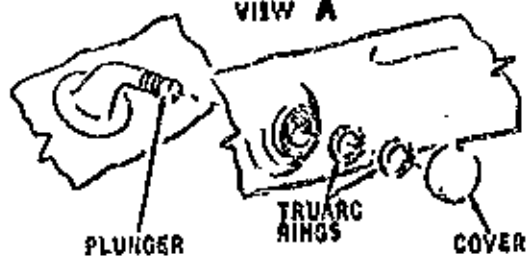
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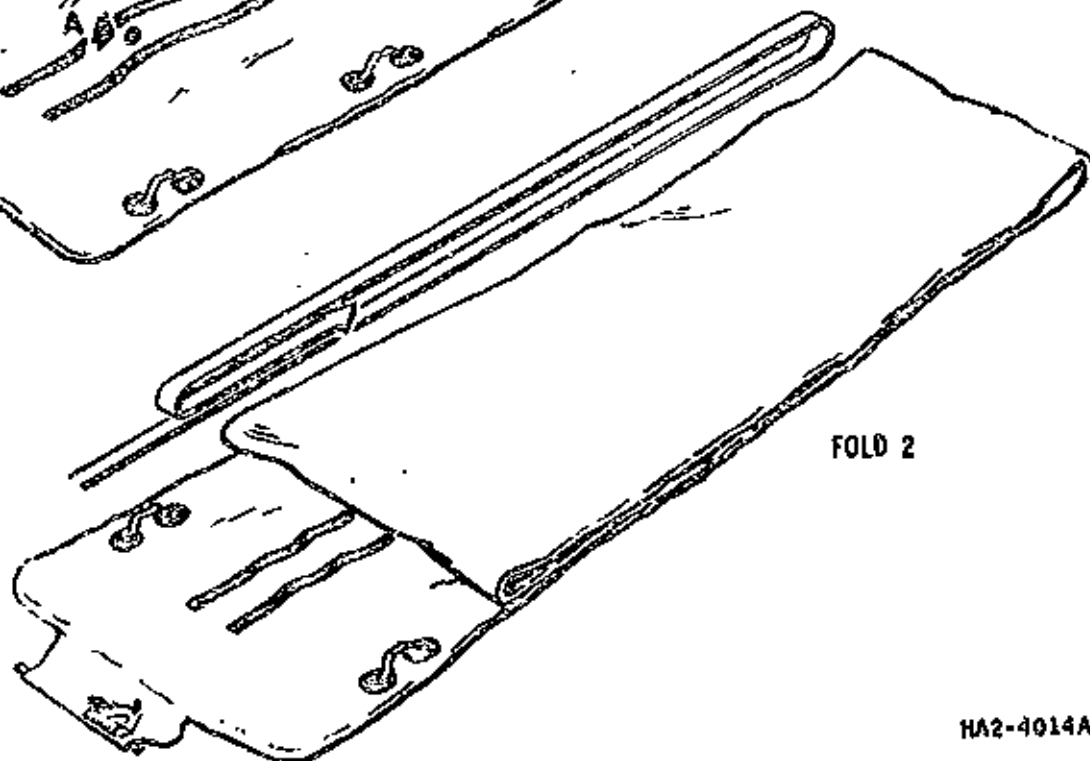
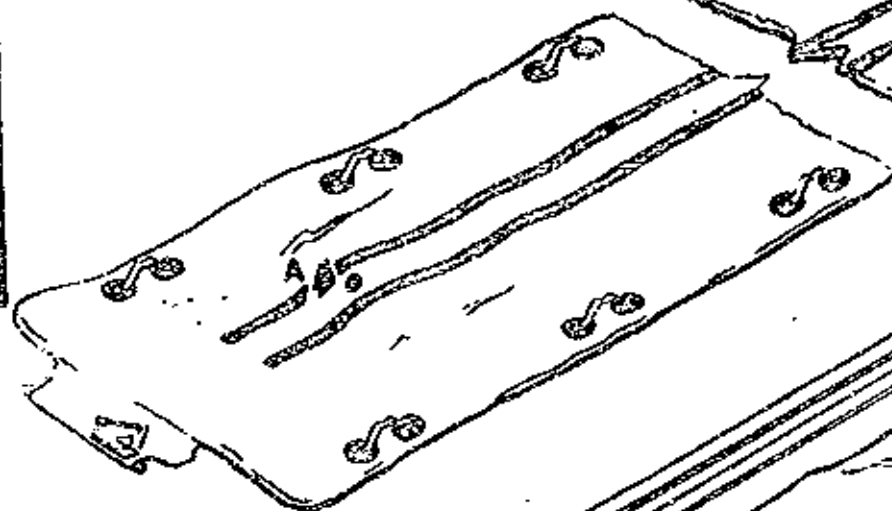
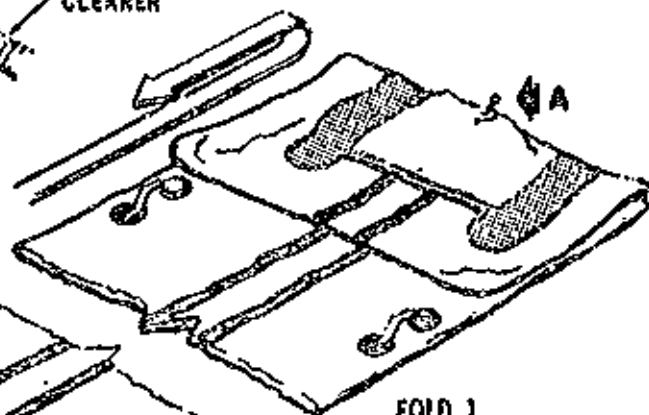
RELEASE
 DEVICE
 VIEW A



STEP 8



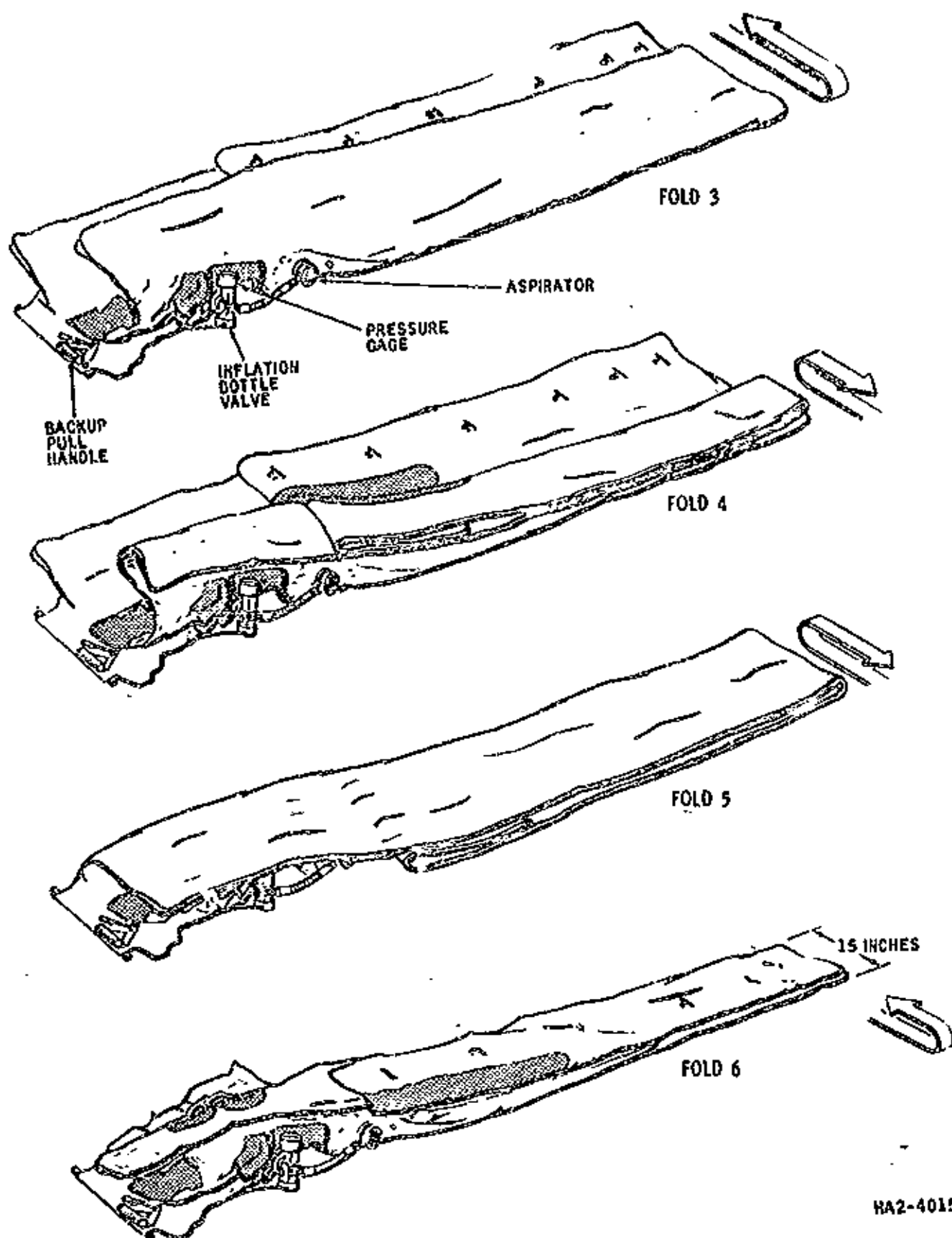
STEP 11



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Evacuation Slide -- Folding Procedures
 (Emergency Exit, Type I)
 Figure 202 (Sheet 2)

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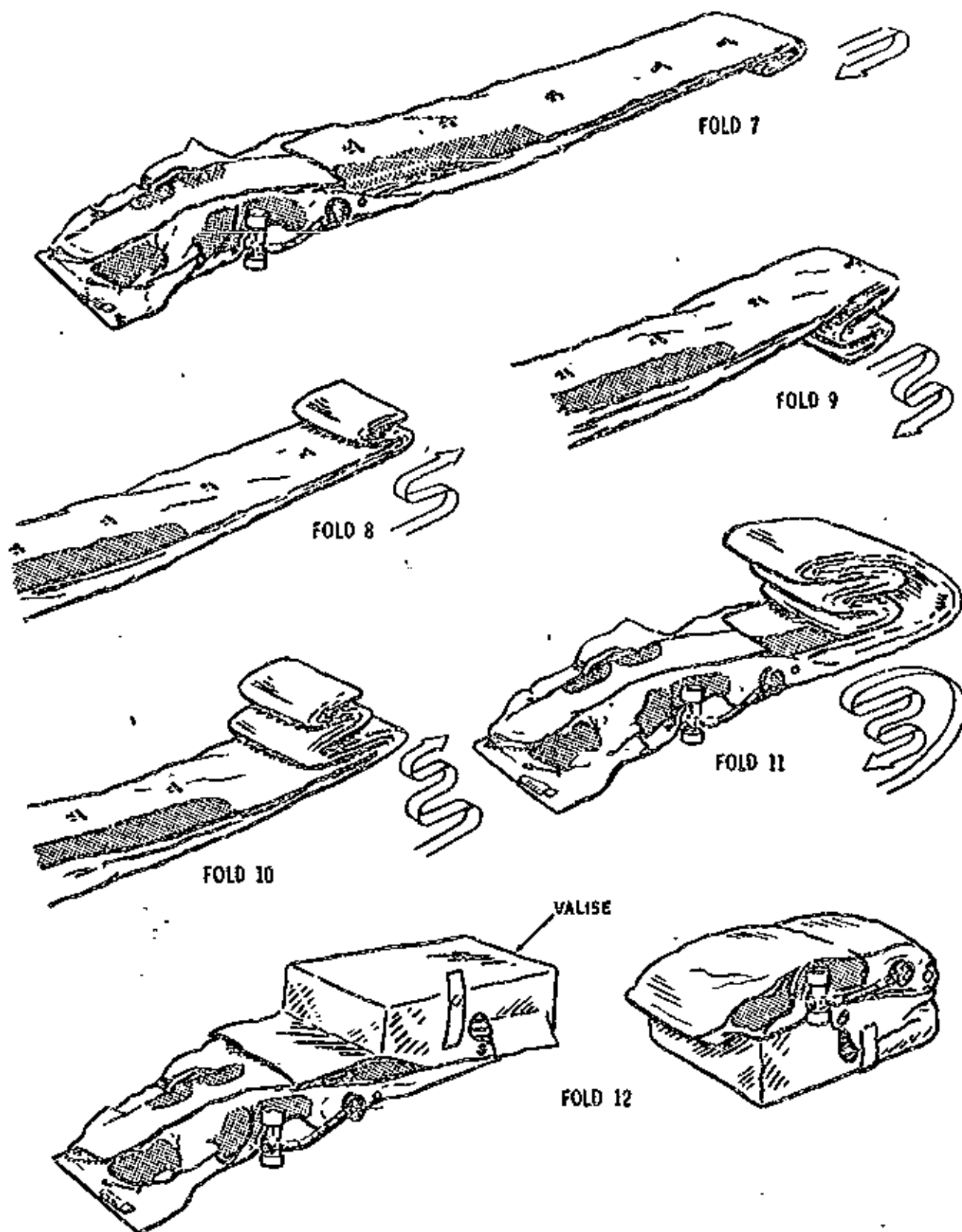


Evacuation Slide -- Folding Procedures
(Emergency Exit, Type I)
Figure 202 (Sheet 3)

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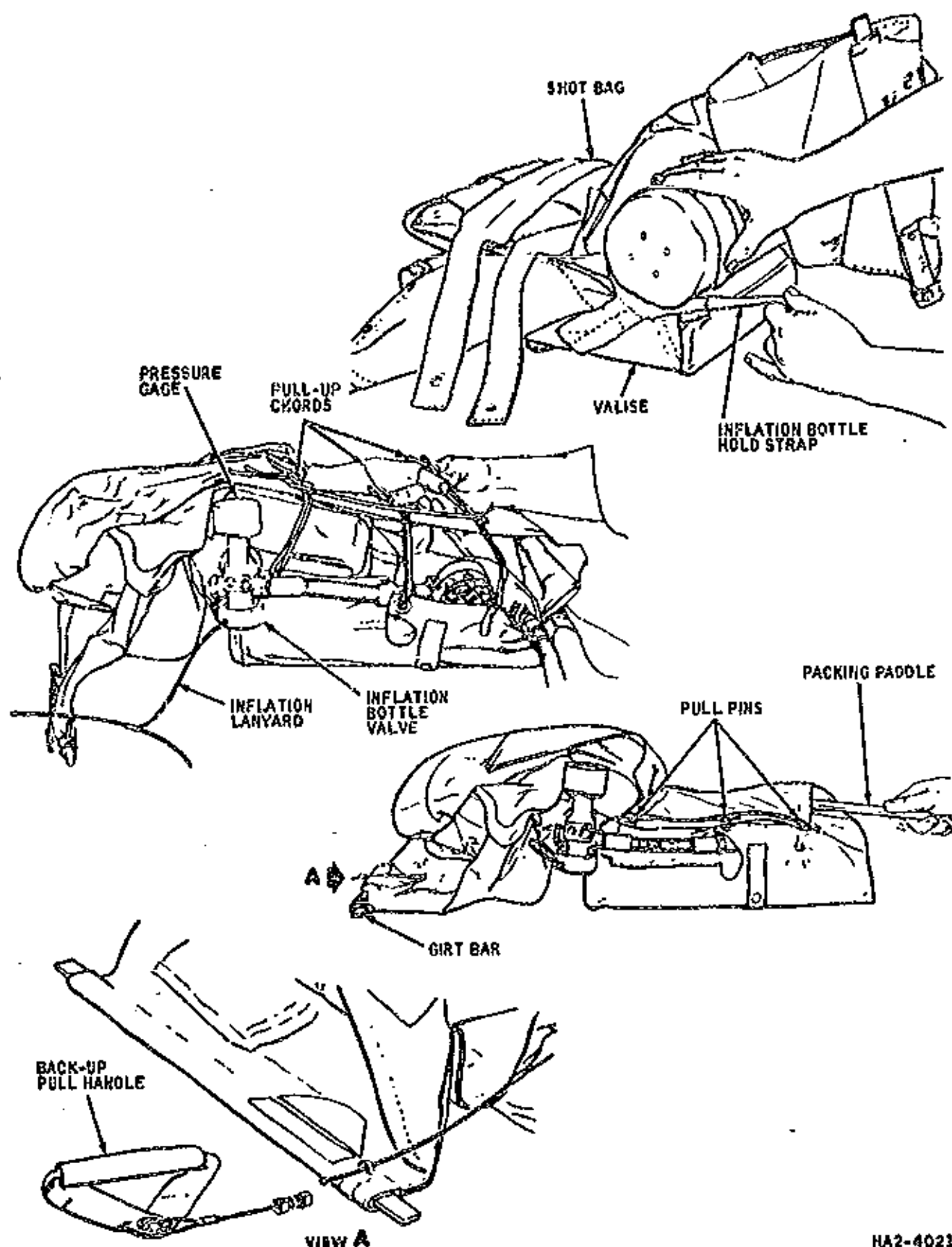
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Evacuation Slide -- Folding Procedures
(Emergency Exit, Type I)
Figure 202 (Sheet 4)

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Evacuation Slide -- Folding Procedures
 (Emergency Exit, Type I)
 Figure 202 (Sheet 5)

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- (8) Remove truarc lockrings and separate device. Replace rings loosely in device cavity and replace cover.
- (9) Untie drawstring around inflation bottle and remove bottle from pocket on slide.

B. Install Slide and Inflation Bottle in Valise

- (1) Unfold slide on prepared surface with slide surface facing down.
- (2) Connect vacuum cleaner to deflation valve and inflate slide to approximately 2.0 psi.

NOTE: Installation of inflation components is most easily accomplished with slide inflated.

- (3) Check that inflation bottle pressure gage indicates 3000 (± 300) psi.

WARNING: TO PREVENT INADVERTENT ACTUATION OF INFLATION BOTTLE VALVE, BE CAREFUL NOT TO PULL INFLATION LANYARD DURING FOLLOWING PROCEDURES.

- (4) Position inflation bottle in pocket in slide and tie drawstring tightly around bottle neck.
- (5) Using new O-rings, connect swivel end of flexible hose to aspirator inlet on slide (two places on each aft slide; one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.

CAUTION: USE CORRECT TOOLS WITH EXTREME CARE TO PREVENT CREATING BURRS OR SHARP EDGES ON INFLATION COMPONENTS. BURRS AND SHARP EDGES CAN PUNCTURE SLIDE AND CAUSE FAILURE IN SERVICE.

- (6) Using new O-rings, connect flexible hose to inflation bottle valve (two places on each aft slide, one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.
- (7) Tie slightly inflated balloon between aspirator valve and guard (two places on each aft slide, one place on each forward slide) to block valve during deflation of slide.
- (8) Connect suction side of vacuum cleaner to deflation valve and completely deflate slide.

CAUTION: DO NOT WALK ON SLIDE.

- (9) Fold bottom of slide up and over at fold mark 1.

NOTE: In Step (9) and subsequent folding steps, follow fold marks and numbers stenciled on slide. Use shot bags where necessary to hold folds in position.

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- (10) Fold slide up and over at fold mark 2.
- (11) Remove cover from release device.
- (12) Connect release device, install truarc locking, and replace cover.
- (13) Using vacuum cleaner, evacuate all air from slide.
- (14) Position inflation pull handle on blue velcro patch.
- (15) Fold left side of slide up and in at fold mark 3.
- (16) Fold left side of slide up and out at fold mark 4.
- (17) Fold right side up and in at fold mark 5.
- (18) Fold right side of slide up and out at fold mark 6 so that dimension across folded slide does not exceed 15 inches.
- (19) Fold slide down and under at fold mark 7.
- (20) Fold slide up and over at fold mark 8.
- (21) Fold slide down and under at fold mark 9.
- (22) Fold slide up and over at fold mark 10.
- (23) Fold slide up and over at fold mark 11.
- (24) Position valise over folded slide and fold slide under at fold mark 12.
- (25) Secure inflation bottle straps.
- (26) Thread pullup cords through eyelets on valise.
- (27) Disconnect vacuum cleaner and install plug in deflation valve.
- (28) Remove balloons from aspirators.

WARNING: FAILURE TO REMOVE BALLOONS MAY RESULT IN SLIDE FAILING TO INFLATE.

- (29) Tighten pullup cords and secure top pull pins (three places on each Type I exit slide). Safety tie and pull pin with 4.4 T/S cotton thread.
- (30) Using wooden packing paddle, tuck in valise cover flaps.
- (31) Install packed slide in container (see Paragraph 3).

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5. Removal/Installation Evacuation Slides (Passenger and Service Doors)
(See Figure 203)

A. Install Slide - Packing Procedure

NOTE: Read entire procedure and review illustrations before attempting to pack slides.

- (1) Unfold slide in upside down position on clean, smooth surface.

NOTE: Do not walk on slide.

- (2) Using vacuum cleaner or a source of clean, dry compressed air, inflate slide to relief valve operating pressure.

NOTE: Relief valve will open at 2.87 psi and close at 2.50 psi.

- (3) Check air cylinder pressure (see Paragraph 6A).

- (4) Install air cylinder in cylinder sling with pressure gage facing away from girt and secure by snapping retaining strap around cylinder.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED DURING PACKING PROCEDURES.

- (5) Connect flexible hose to cylinder making certain hose is free of forced bends or kinks.

- (6) Check power pack and light operation by removing ball from switch. Reinstall ball by pushing ball straight into flap on power pack pocket.

- (7) Turn slide over.

WARNING: BE EXTREMELY CAREFUL WHEN TURNING SLIDE TO PREVENT INADVERTENT INFLATION OF SLIDE.

- (8) Insert end of vacuum cleaner hose into jet pump on valve side.

- (9) Tape or plug both jet pumps to prevent reentry of air.

- (10) Start vacuum cleaner and deflate slide with edge of rail tubes lying along edge of main body tubes. Width of slide should be approximately 52 inches and outboard longitudinal seams should be facing up.

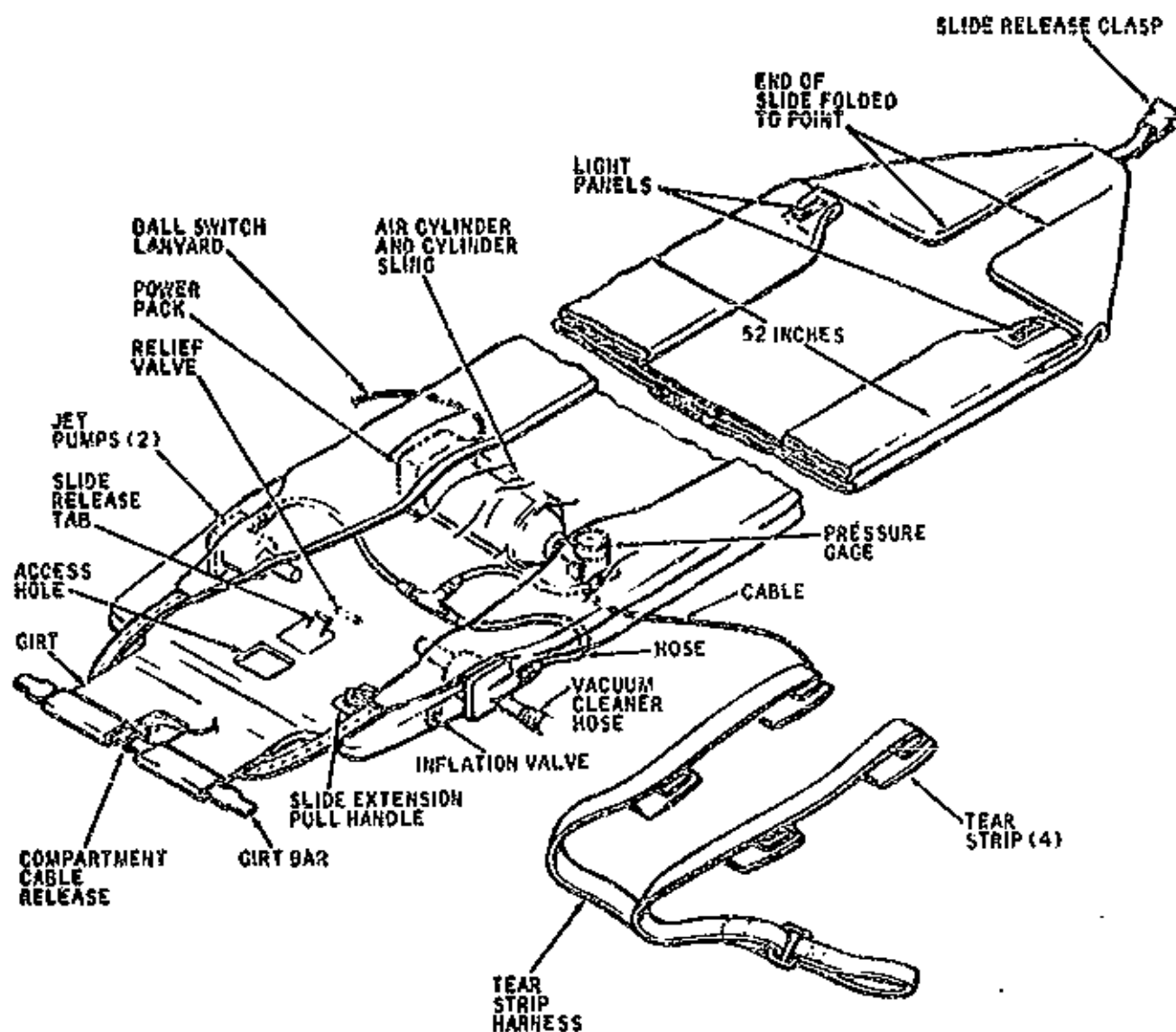
NOTE: Evacuate as much air as possible from slide and keep vacuum cleaner operating throughout entire packing procedure.

- (11) Tighten inflation valve and snap cover in place.

- (12) Fold light panels flat under edge of rail tubes.

CAUTION: DO NOT CREASE LIGHT PANELS AT ANY TIME DURING PACKING PROCEDURES.

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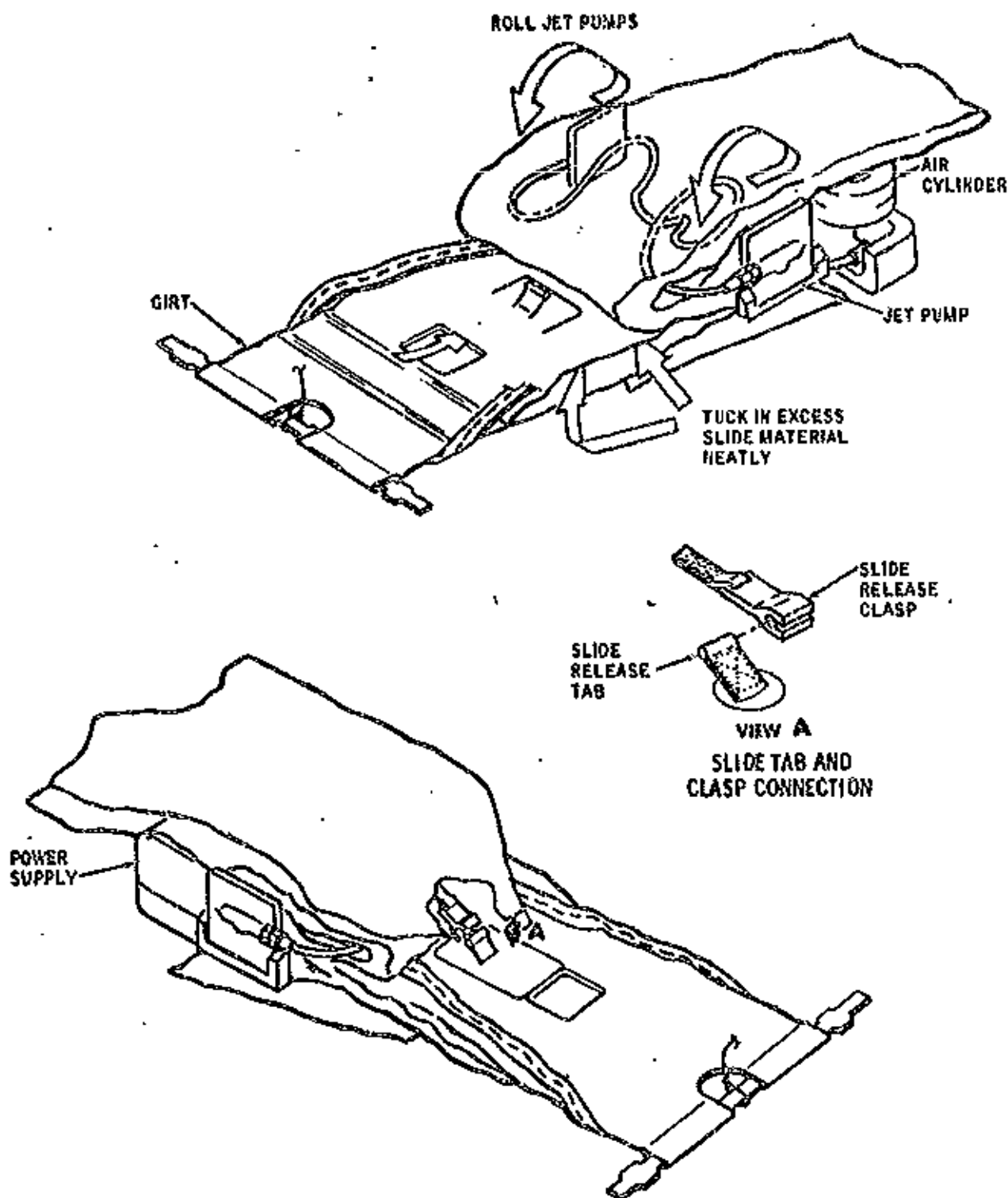
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Evacuation Slide-- Folding Procedures
 (Passenger and Service Doors)
 Figure 203 (Sheet 1)

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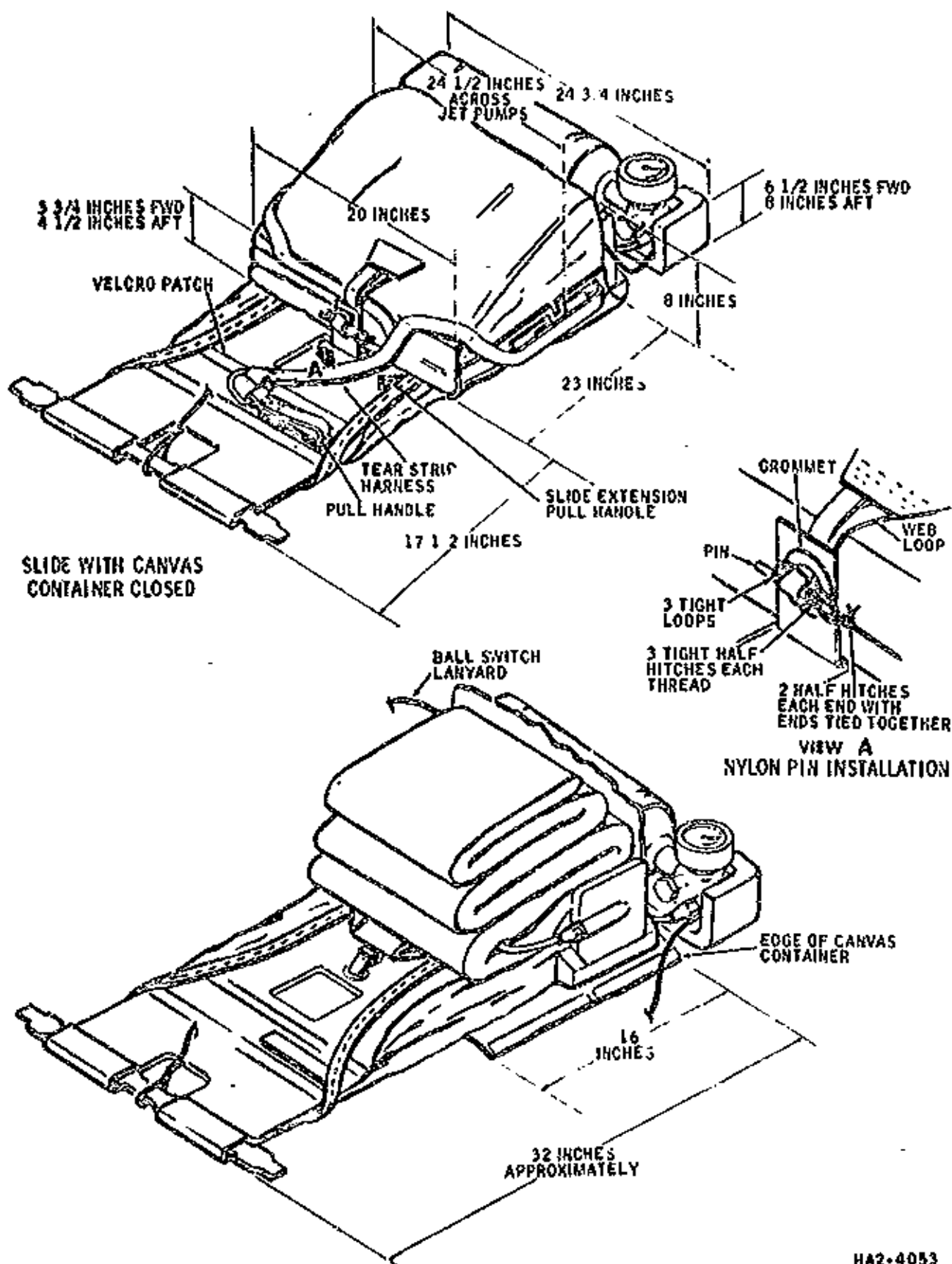
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Evacuation Slide -- Folding Procedures
 (Passenger and Service Doors)
 Figure 203 (Sheet 3)

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Evacuation Slide-- Folding Procedures
 (Passenger and Service Doors)
 Figure 203 (Sheet 4)

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- (13) On forward slides, fold all corners of slide to form a point.
 - (14) On aft slides, pack extendible portion as follows:
 - (a) Lay extendible portion of slide flat.
 - (b) Fold extension by making 1-1/2 accordion folds and flatten folds neatly within the restraint.
 - (c) Join corner flaps of restraint under bottom flap by threading first loop through grommet. Facing the restraint, thread each loop through the grommets of the top and bottom flaps and preceding loop, starting from the right (see Figure 203, Sheet 2).
 - (d) Install nylon pin through last loop and safety tie pin with cotton thread.
 - (e) Attach extendible slide portion pull handle to Velcro patch on bottom of girt (see Figure 203, Sheet 4).
 - (15) Rotate air cylinder so that pressure gage faces up.
 - (16) Fold both edges of slide up and inward approximately 15-1/2 inches so that slide width is 22 to 23 inches; push jet pumps in to a dimension of 23-1/2 inches and tuck slide material at jet pumps in to width of 18 inches or less (girt width).
 - (17) Fold slide lengthwise so that cylinder sling is exposed.
 - (18) Position canvas container under slide; bring top flap of container under slide; bring top flap of cylinder stowage section and top flap of container up inside cylinder sling; position cylinder and close Velcro closure along back to enclose cylinder and power pack.
 - (19) Roll jet pumps and make short accordion fold to dimensions shown in Figure 203, Sheet 3. Keep slide square with container.
- NOTE:** Dimensions specified are all maximum. Do not allow folds beyond dimensions, as folds have tendency to spread during packing and may exceed container capacity.
- (20) Tuck all excess material between girt and jet pumps neatly within width of girt (18 inches).
 - (21) Fold slide under until edge of hole in girt is even with container.
 - (22) Fold slide lengthwise and join tab and clasp by inserting bead end of tap in cylindrical-shaped portion of clasp, making certain tab is positioned in center of clasp.

NOTE: Do not twist tap or clasp before joining. Make certain that fit is smooth and that material on edge of bead is not folded back into slot.

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- (23) Tape clasp with two complete loops of 3/4-inch tape.
- (24) Accordion fold slide, making each fold as compact and neat as possible.
- (25) Close canvas container, maintaining dimensions shown on Figure 202, Sheet 3 as follows:
 - (a) Hold folds down and towards cylinder.
 - (b) Shift folds as necessary to make slide fit container.
 - (c) Tuck in point of first fold to square slide.
 - (d) Pull container around folded slide.

NOTE: If canvas container cannot be closed, adjust each fold starting with first one until folded slide will fit within container.

- (e) Install tear strip by engaging half of strip on bottom flap of container and other half on top flap.
- (26) Install web through grommet on canvas container, making certain that webbing to tear strip is positioned under loop in container.
- (27) Insert pin through loop and safety tie with nylon thread as follows:
 - (a) Make three tight loops adjacent to web loop on tip end of pin and secure with two half hitches to anchor pin to web loop.
 - (b) Extend thread ends to cable side of pin and secure with two tight half hitches against pin.
 - (c) Tie ends of thread with three overhand knots.
- (28) Remove vacuum cleaner and all tape from jet pumps.

CAUTION: MAKE CERTAIN THAT ALL TAPE IS REMOVED FROM JET PUMPS, TAPE INADVERTENTLY LEFT ON PUMPS WILL CAUSE FAILURE IN SERVICE.

- (29) Install inflation lanyard on Velcro patch.
- (30) Loop excess air cylinder cable in elastic web inside container flap.
- (31) Tie power pack lanyard to webbing on tear strip with double half hitch.
- (32) Fold girt and join Velcro tape.
- (33) Install slide in door mounted container (see Paragraph 3, Step B).

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6. Inspection/Check Evacuation Slides

A. Check Air Cylinder Pressure

- (1) Check air cylinder pressure. Pressure reading on air cylinder gage should be within 3 percent of value listed at temperatures listed below:

Pressure (psi)	Temperature
3790	73.9°C (165°F)
3475	51.7°C (125°F)
3250	37.8°C (100°F)
3000	21.1°C (70°F)
2700	0.0°C (32°F)
2425	-17.8°C (0°F)
2270	-28.9°C (-20°F)
2100	-40.0°C (-40°F)
1875	-53.9°C (-65°F)

B. Evacuation Slide Pressure Check (Passenger and Service Doors)

- (1) Remove slide from container and unfold slide on clean, smooth area.

WARNING: TO PREVENT INADVERTENT ACTUATION OF AIR CYLINDER VALVE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (2) Disconnect air cylinder hose from slide and plug hose with AN806-6 fitting.
- (3) Make visual check of slide for cuts, abrasion areas, frayed cordage, bare wires, and damaged grommets.
- (4) Using vacuum cleaner or source of dry, filtered compressed air connected to inflation valve, inflate slide to relief valve operating pressure. Check that valve opens at 2.87 (± 0.25) psi and closes at 2.50 (± 0.25) psi.

NOTE: Measure pressure with mercury manometer or gage calibrated in increments of 0.1 psi or less.

- (5) Reduce slide pressure to 2 psi. Allow slide to stand for 1 hour.
- (6) Check pressure. If pressure has dropped, raise pressure to 2 psi again and let stand for 4 hours.

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- (7) Check pressure after four hours. Allowable pressure drop is 0.5 psi.

NOTE: Slide pressure is affected by barometric pressure and temperature changes. Record temperature and barometric pressure at the beginning of the pressure checks and make corrections as follows:

- (a) To correct for temperature, subtract 0.1 psi for every 1.8°C (3°F) rise in temperature or add 0.1 psi for every 1.8°C (3°F) drop.
- (b) To correct for barometric conditions, add 0.1 psi for every 0.2 inch of mercury that barometric pressure has increased or subtract 0.1 psi for every 0.2 inch of mercury that barometric pressure has dropped.

- (8) Fold and pack slide (see Paragraph 5).

C. Evacuation Slide Pressure Check (Emergency Exit, Type I)

- (1) Remove slide and container (see Paragraph 4).
- (2) Remove slide from container and unfold slide on prepared surface.
- (3) Connect source of clean, dry compressed air to deflation valve.
- (4) Using test adapter, inflate slide until relief valve opens, and record pressure. Maximum allowable relief pressure is 3.7 (±2) psi.
- (5) Record pressure at which relief valve reseats. Minimum allowable reseating pressure is 2.9 (±2) psi.
- (6) Reduce pressure in slide to 2.7 psi.

NOTE: Test pressures specified are for a temperature of 21.1°C (70°F). Air pressure within the slide will be affected by changes in temperature and barometric pressure. Record temperature and barometric pressure at beginning and end of test and correct final readings as follows: Correct for temperature by adding 0.1 psi for every 1.7°C (3°F) drop and subtracting 0.1 psi for every 1.7°C (3°F) rise. Correct for barometric conditions by adding 0.1 psi for every 0.2 inches of mercury that the barometric pressure increases and subtracting 0.1 psi for every 0.2 inches of mercury that the barometric pressure drops.

- (7) Check pressure after 1 hour. If pressure has dropped, increase pressure to 2.5 psi.
- (8) Check pressure after 2 hours. Maximum allowable pressure drop is 0.25 psi when corrected for temperature and barometric pressure changes.
- (9) Fold and pack slide in valise as described in Paragraphs 4 and 5.
- (10) Install slide and container on door (see Paragraph 4).

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D. Power Supply Unit Check

- (1) Activate power supply unit.
- (2) All light panels should be uniformly lit. If light panels show variations in operation, complete Steps (3) through (5).
- (3) Remove power supply unit cover.
- (4) Measure battery voltage at terminals.

NOTE: Battery voltage should be 13 volts dc minimum.

- (5) Replace battery if voltage is less than 13 volts dc.

NOTE: Continued use of battery pack with less than 13 volts dc will result in rapid loss of light intensity.

- (6) Connect a 600 volt, 0.02 mfd capacitor and a 100,000 ohm, 2-watt resistor in parallel to the power supply output leads.

CAUTION: CONNECT THE CAPACITOR AND RESISTOR BEFORE ACTIVATING BALL SWITCH. MAKE SURE THAT CONDUCTORS OF THE UNUSED TWIN LEAD ARE NOT IN CONTACT WITH EACH OTHER.

NOTE: The power supply has two, gray, twin-lead, output cables. Use the two conductors of either twin lead.

- (7) With an ac voltmeter, check the capacitor. If the voltage is under 100 volts ac in a parallel-connected unit or 300 volts ac in a series-connected unit, replace the power supply unit.

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EVACUATION SLIDES - MAINTENANCE PRACTICES

1. General

- A. Inflatable chem-lighted evacuation slides are located in containers attached to each passenger entrance door, galley service door, and Type 1 emergency exit door.
- B. Lighting is provided by using chemical tape that becomes activated by air entering the sealed tape from the slide. Air from the slide passes through a nylon screw fastener (On-Off switch), and connecting ring of the tape.
- C. When the slide is packed, the screw fastener is turned On. Upon deployment, air enters the sealed tape and activates the chemical providing light for evacuation purposes.
- D. The air supply may be shut off from the tape by turning the nylon screw fastener to the off position to test the slide or perform inspections.
- E. Although tapes are installed on the slide in protective sleeves, extreme care must be exercised when handling to avoid punctures or abrasions that may cause air to enter the tapes.

CAUTION: DO NOT DAMAGE RAISED SEALING RING ON SLIDE FITTING WHERE CONNECTING RING IS CLAMPED BY THE NYLON SCREW FASTENER.

- F. Inspection/check and packing procedures should be performed in a specially prepared area that has a dry, smooth surface free from dirt, grease, and abrasive or sharp particles. Do not walk on slides.

WARNING: EVACUATION SLIDES ARE INFLATED BY HIGH PRESSURE GAS (NITROGEN). BE EXTREMELY CAREFUL WHEN HANDLING SLIDES TO PREVENT INADVERTENT INFLATION, WHICH COULD CAUSE INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT.

- G. Read through entire procedure before starting to pack the slide.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

Item	Name	Number	Manufacturer	Use
A	Vacuum cleaner		Local	Deflate and inflate slide
B	Truarc pliers			Install lockrings in release device

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Item	Name	Number	Manufacturer	Use
C	Mercury manometer		Local	Check slide pressure during leak test
D	Balloons, (2), 2-inch, round		Local	Hold flapper valve during deflation of slide
E	Shot bags (2)	15 lb min	Local	Hold slide for folding
F	Packing paddle (wood)		Local	Pack cover flaps in valise
G	Safety plug (2)	AN814-6D	Local	Plug inflation bottle outlet valve
H	Test adapter	1038	Pacific Inflatables Company	Adapt deflation valve to inflate slide during leak test
I	Cotton thread	4.4 T/S	Local	Safety tie slide pull pin
J	Cotton thread	400/3 (black)	American Thread Company	Safety tie manual operation pins on aft slides
K	Tape (3/4-inch)	PPP-T-60, Type 3, Class 1		Tape clasp of slide release device
L	Nylon thread	V-T-295, Size E, Class 1		Safety tie release pin to webbing on slide
M	Safety plug	AN806-6		Plug inflation hose during slide pressure test

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3. Removal/Installation Evacuation Slide and Container (See Figure 201.)

A. Remove Slide and Slide Cover (Emergency Exit, Type I)

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, HANDLE WITH CARE. MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED DURING PROCEDURE.

- (1) Remove evacuation slide cover from the exit door by inserting suitable tool into latch slots at bottom of cover and lifting latch pins out of strikers on floor.
- (2) Disengage hold-in strap from door back panel and remove hold-in strap from loop in end of slide cover retaining strap.
- (3) Disconnect inflation lanyard from backup handle by disengaging lanyard from quick disconnect fitting at ring on girt bar.
- (4) Carefully remove inflation lanyard through ring in girt bar.

CAUTION: PERFORM THIS STEP WITH EXTREME CARE TO PREVENT INADVERTENT INFLATION OF THE SLIDE. DO NOT PULL INFLATION LANYARD.

- (5) Release girt bar from floor fittings.
- (6) Holding air bottle, tip slide inward and remove slide from pocket in door.

B. Install Slide and Cover (Emergency Exit, Type 1)

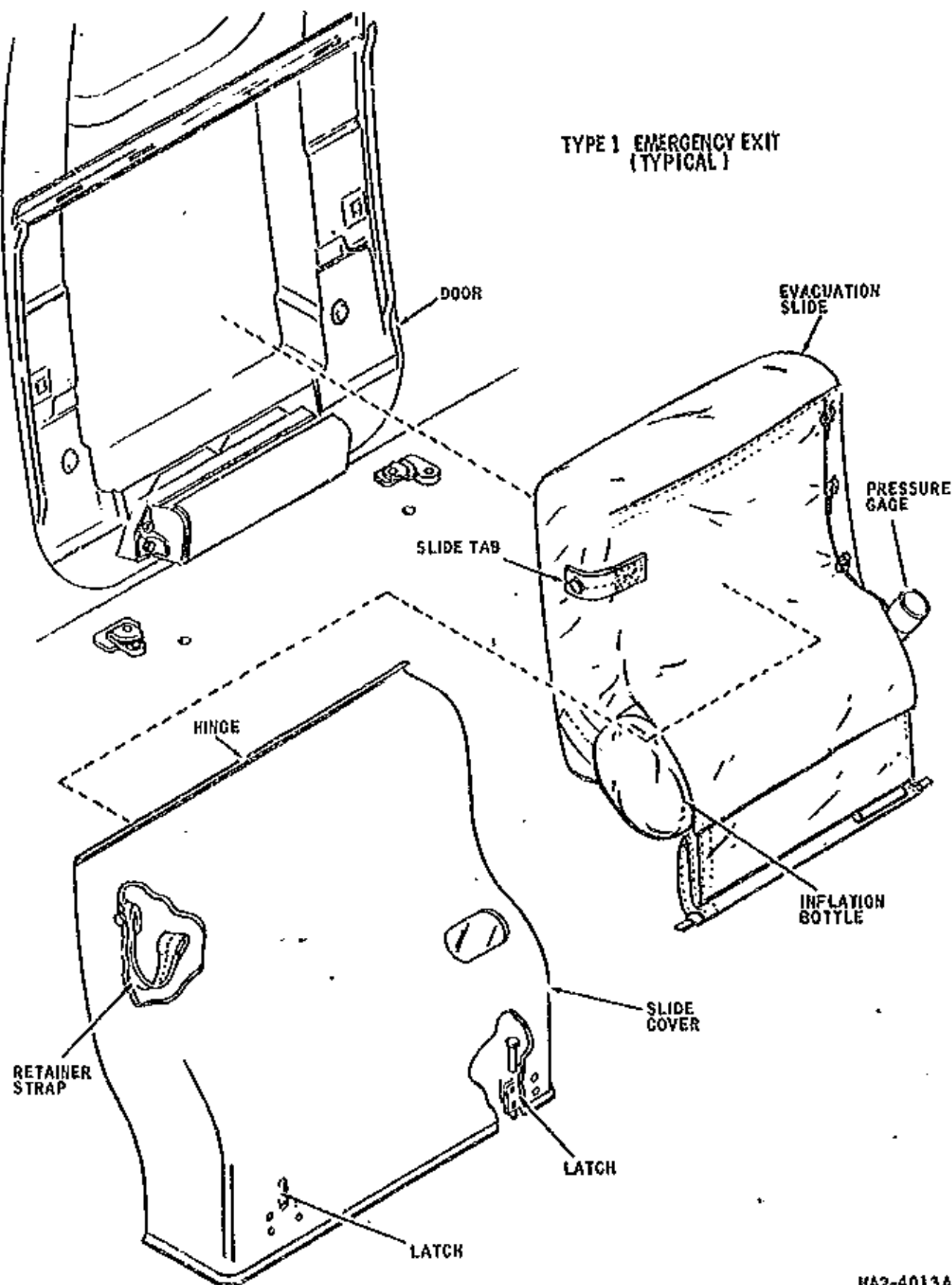
- (1) Make certain that inflation bottle pressure gage indicates 3000 (± 300) psi.
- (2) Place slide into pocket in exit door with inflation bottle resting on snubber cover.
- (3) Join glove fasteners on slide to door back panel.
- (4) Carefully install girt bar into girt bar floor fittings.
- (5) Place backup inflation handle on girt.
- (6) Run inflation lanyard through ring on girt bar and engage lanyard to the quick disconnect fitting on the backup handle.

CAUTION: PERFORM THIS STEP WITH EXTREME CARE TO PREVENT INADVERTENT INFLATION OF THE SLIDE. DO NOT PULL INFLATION LANYARD.

- (7) Run hold-in strap of slide through loop on end of slide cover retaining strap.

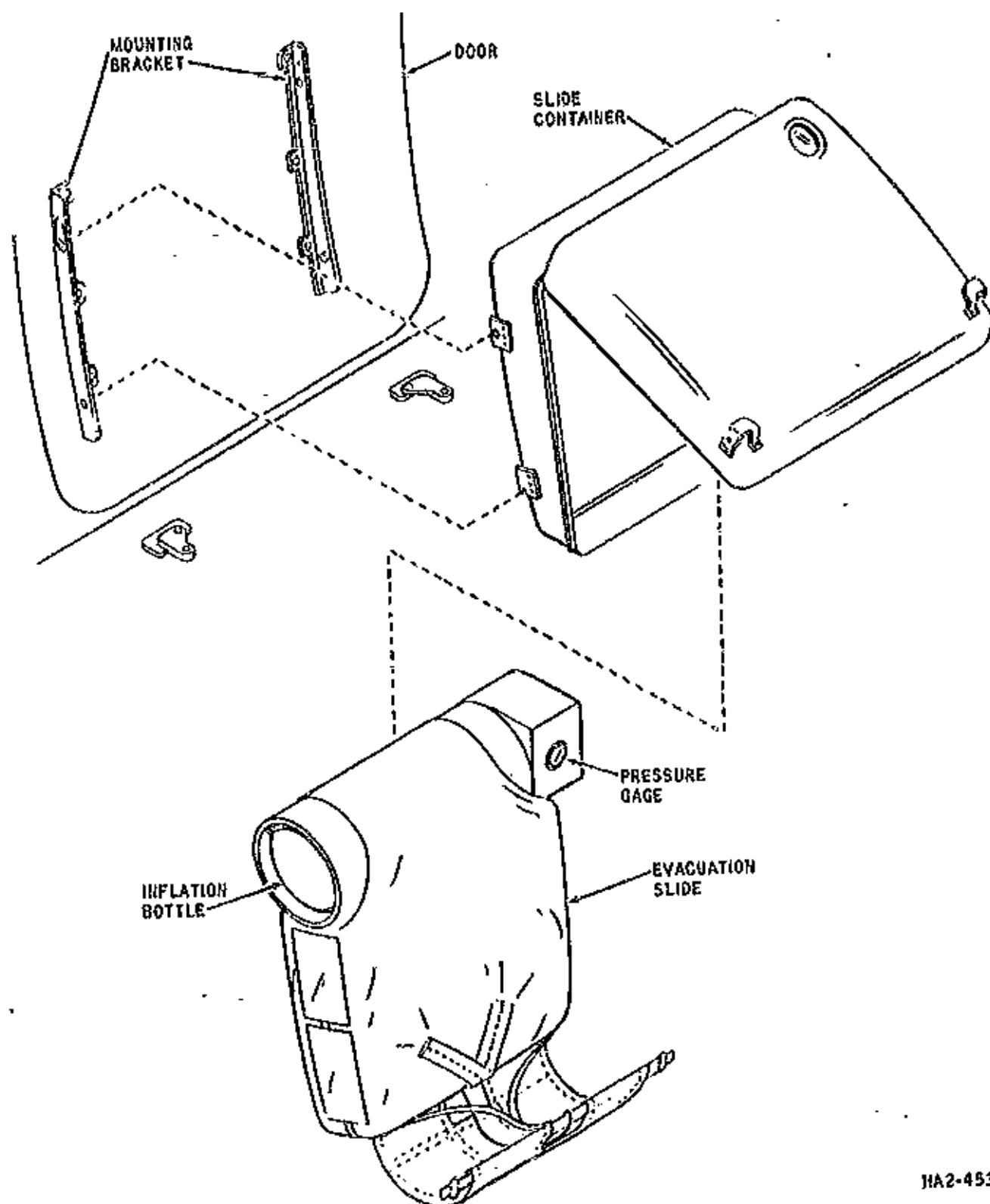
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TYPE 1 EMERGENCY EXIT
 (TYPICAL)



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- (8) Attach hold-in strap to glove fastener on door back panel.
- (9) Place slide cover into position ensuring the latch pins are securely seated in strikers on floor.
- (10) Push slide cover outboard and insert lip of cover into mating groove on door.

NOTE: Prior to securing the slide cover, verify the pressure gage is properly aligned with viewing window in cover.

C. Remove Slide and Slide Container (Passenger and Service Doors)

- (1) Release spring-loaded camloc fasteners at sides of each container mounting bracket on door.
- (2) Remove slide container from mounting brackets.
- (3) Move slide girt bar out of brackets on front of container.
- (4) Open container and disconnect container unlatching cable.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (5) Remove slide from container.

D. Install Slide and Slide Container (Passenger and Service Doors)

- (1) Position slide in container so that pressure gage will be visible through container window when container is closed.
- (2) Connect container unlatching cable to cable on girt bar and close container.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (3) Place girt bar in brackets on front of container.
- (4) Install container on mounting brackets on door and secure with camloc fasteners.

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4. Removal/Installation Evacuation Slide and Inflation Bottle (Emergency Exit, Type I) (See Figure 202.)

A. Remove Slide and Inflation Bottle from Valise

- (1) Remove packed slide from container and place slide on prepared surface with pressure gage facing up.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (2) Open fasteners on both sides of valise.
- (3) Release pull pins attached to firing lanyard.
- (4) Disconnect firing lanyard quick-disconnect fitting.
- (5) Disconnect flexible hose from inflation bottle valve and insert safety plug (AN014-6D) in valve outlet (two outlets on each aft slide, one outlet on each forward slide).

CAUTION: SAFETY PLUG WILL PREVENT DISCHARGE OF COMPRESSED AIR FROM BOTTLE BUT WILL NOT PREVENT ACTUATION OF VALVE. BE CAREFUL WHEN HANDLING INFLATION LANYARD TO PREVENT ACTUATION OF VALVE.

- (6) Disconnect swivel end of flexible hose from aspirator valve inlet (two inlets on each aft slide, one inlet on each forward slide). Cap all openings to prevent entry of foreign matter.
- (7) Remove cover from release device.
- (8) Remove truarc lockrings and separate device. Replace rings loosely in device cavity and replace cover.
- (9) Untie drawstring around inflation bottle and remove bottle from pocket on slide.

B. Install Slide and Inflation Bottle in Valise

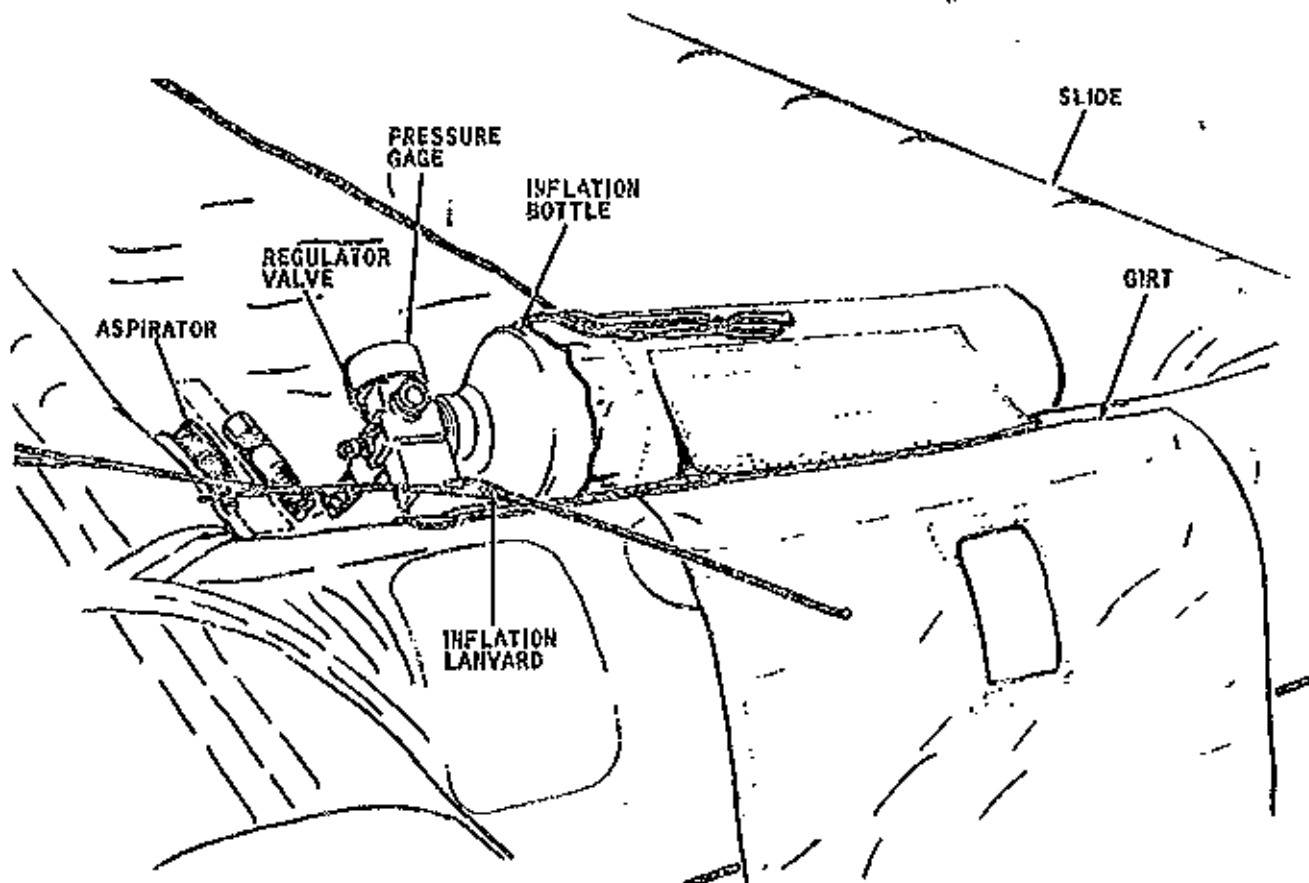
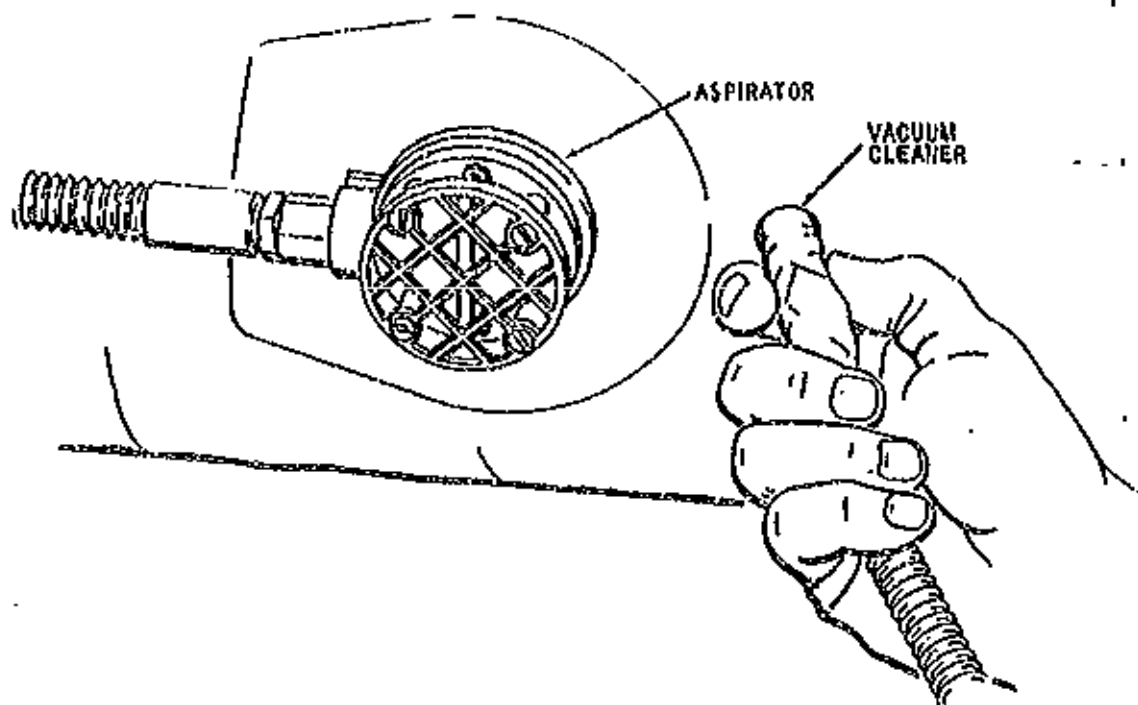
- (1) Unfold slide on prepared surface with slide surface facing down.

CAUTION: TURN ON-OFF NYLON SCREW FASTENER (ON-OFF SWITCH) TO OFF POSITION TO PREVENT AIR FROM ENTERING TAPES.

- (2) Connect vacuum cleaner to deflation valve and inflate slide to approximately 2.0 psi.

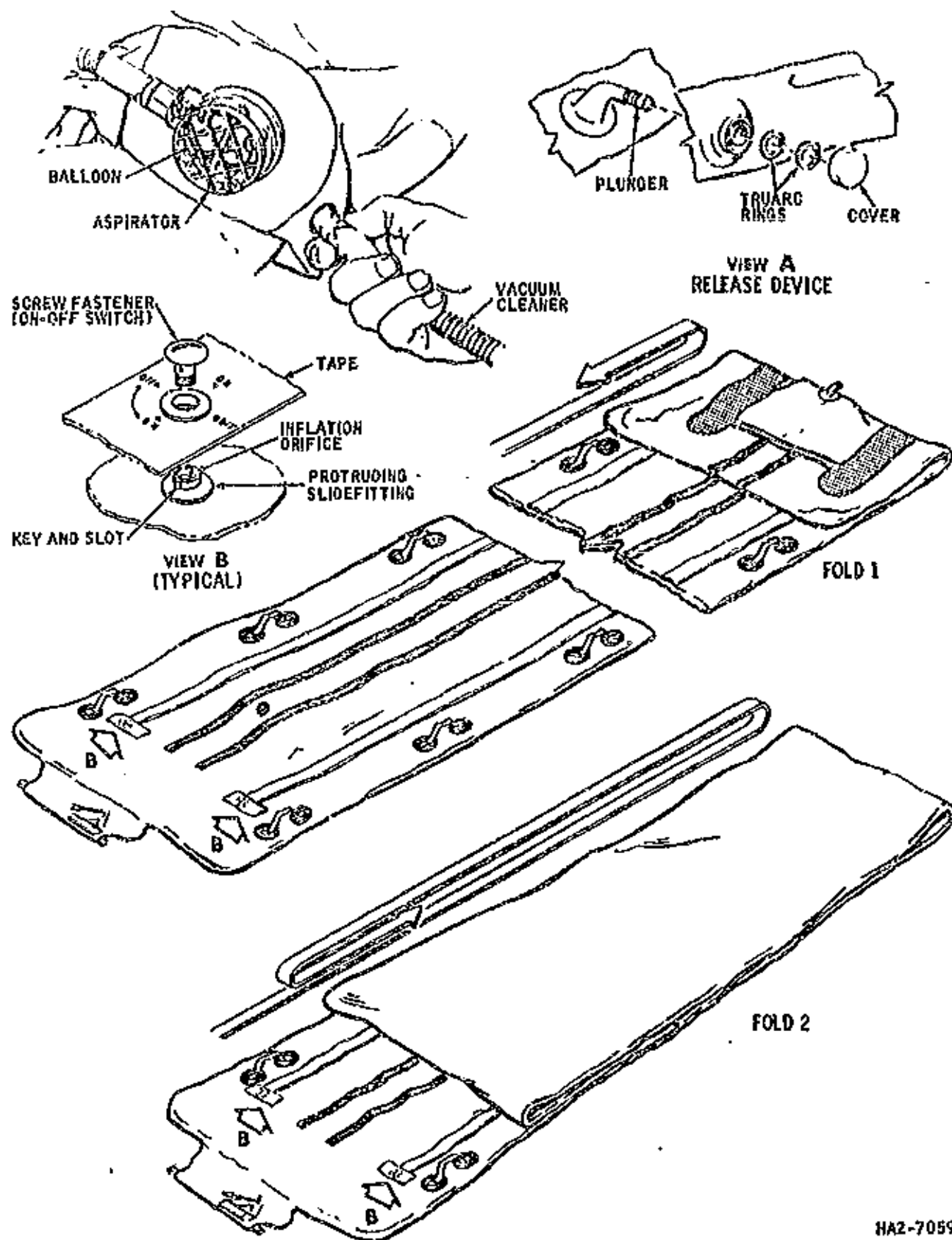
NOTE: Installation of inflation components is most easily accomplished with slide inflated.

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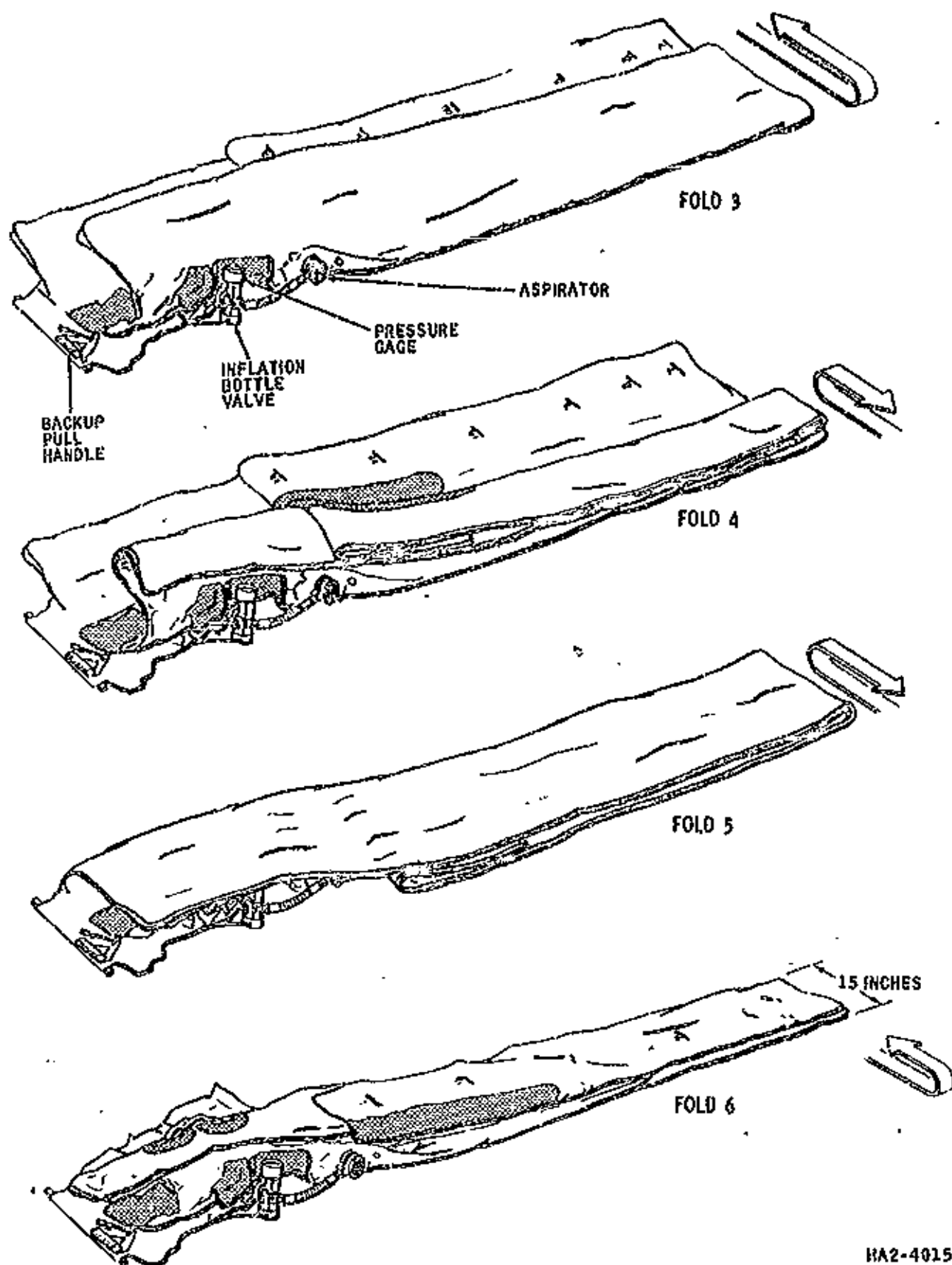
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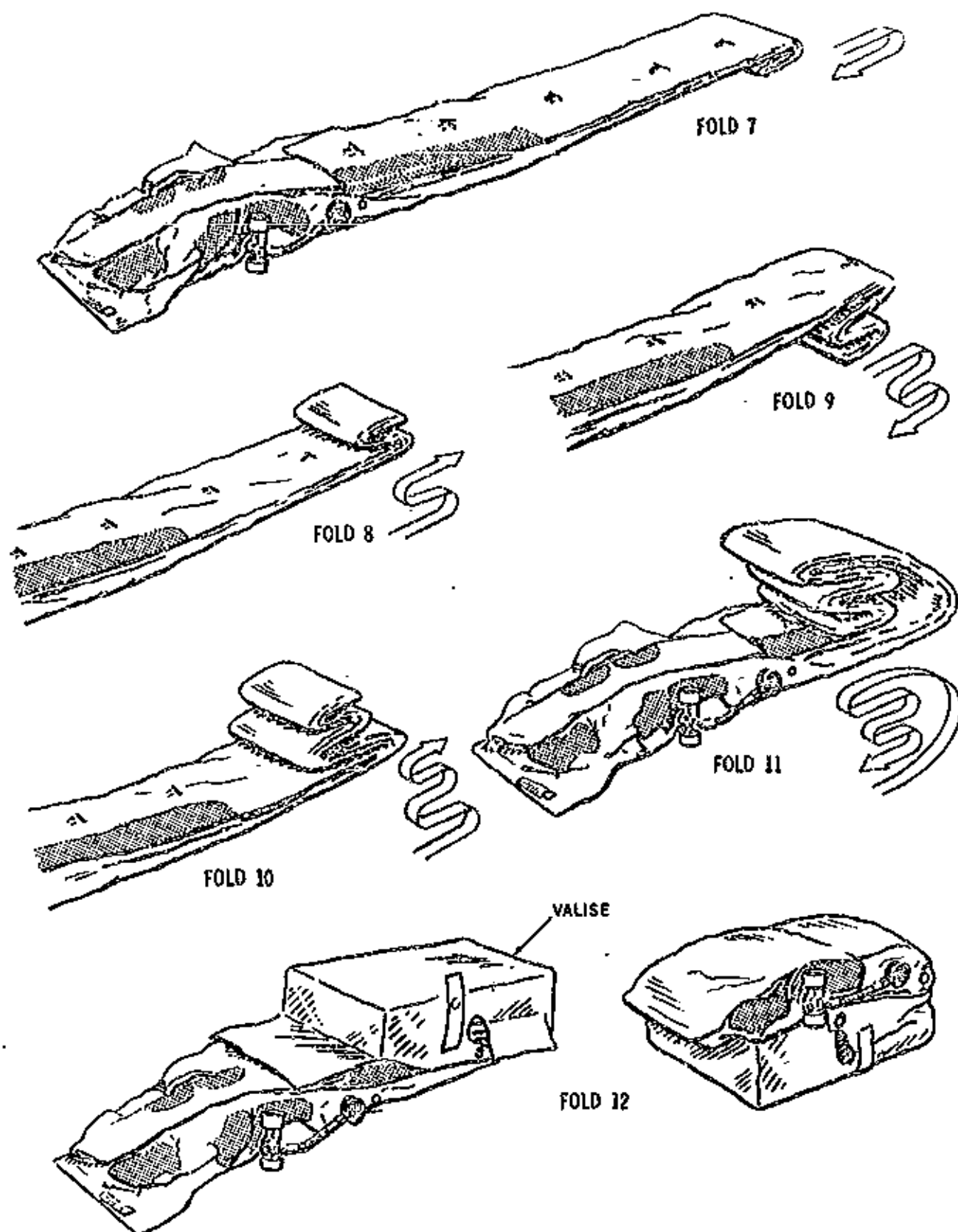
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HA2-4015

Evacuation Slide -- Folding Procedures
 (Emergency Exit, Type I)
 Figure 202 (Sheet 3)

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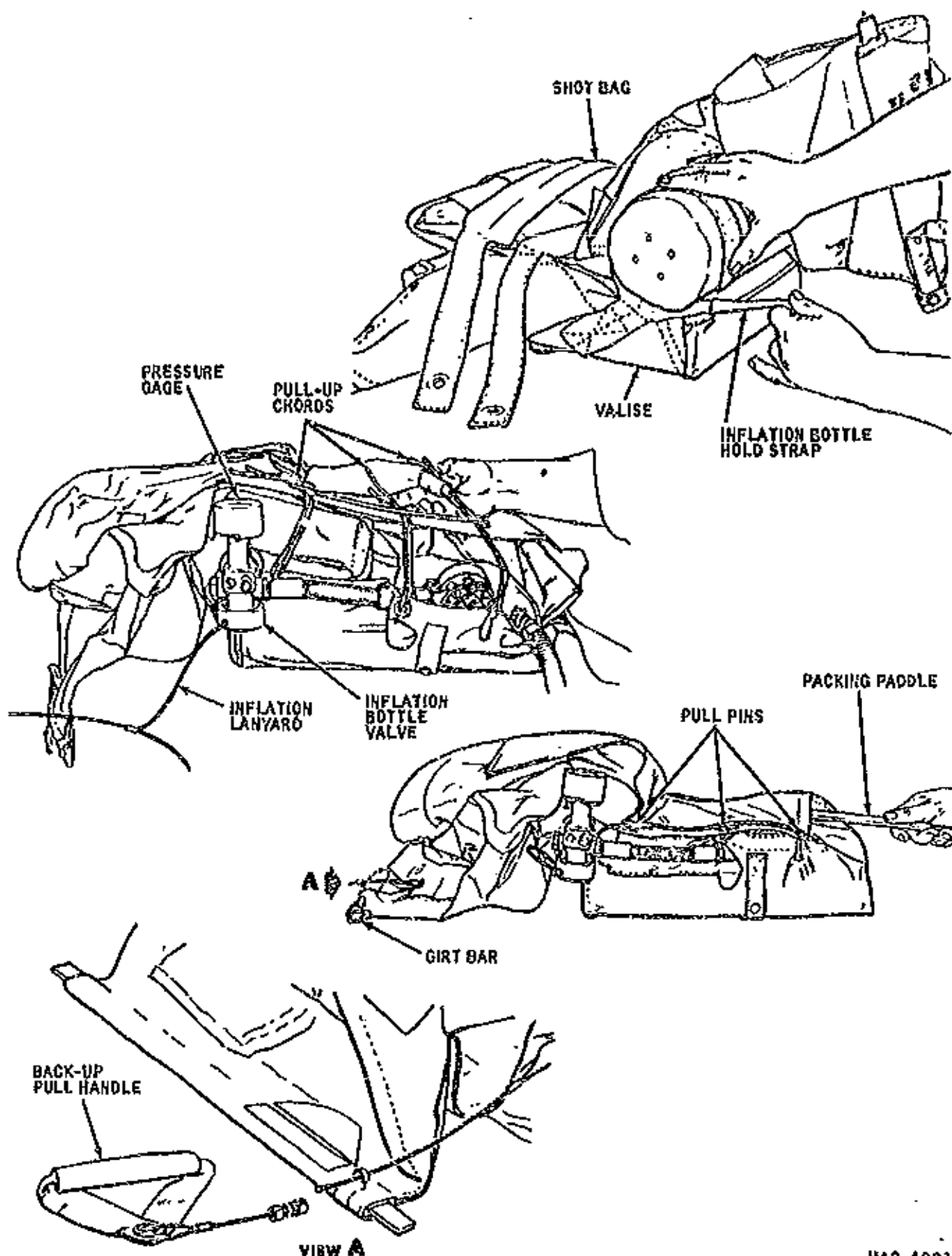


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Evacuation Slide -- Folding Procedures
 (Emergency Exit, Type I)
 Figure 202 (Sheet 4)

25-60-1
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- (3) Check that inflation bottle pressure gage indicates 3000 (± 300) psi.

WARNING: TO PREVENT INADVERTENT ACTUATION OF INFLATION BOTTLE VALVE, BE CAREFUL NOT TO PULL INFLATION LANYARD DURING FOLLOWING PROCEDURES.

- (4) Position inflation bottle in pocket in slide and tie drawstring tightly around bottle neck.
- (5) Using new O-rings, connect swivel end of flexible hose to aspirator inlet on slide (two places on each aft slide; one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.

CAUTION: USE CORRECT TOOLS WITH EXTREME CARE TO PREVENT CREATING BURRS OR SHARP EDGES ON INFLATION COMPONENTS. BURRS AND SHARP EDGES CAN PUNCTURE SLIDE AND CAUSE FAILURE IN SERVICE.

- (6) Using new O-rings, connect flexible hose to inflation bottle valve (two places on each aft slide, one place on each forward slide). Tighten end fittings to torque of 100 inch-pounds.
- (7) Tie slightly inflated balloon between aspirator valve and guard (two places on each aft slide, one place on each forward slide) to block valve during deflation of slide.
- (8) Connect suction side of vacuum cleaner to deflation valve and completely deflate slide. Remove vacuum cleaner and install deflation plug. (Torque 5-10 inch-pounds) make certain air does not reenter slide.

CAUTION: DO NOT WALK ON SLIDE.

- (9) Position the nylon on-off switch to "ON" position and close cover.
- (10) Fold bottom of slide up and over at fold mark 1.

NOTE: In Step (10) and subsequent folding steps, follow fold marks and numbers stenciled on slide. Use shot bags where necessary to hold folds in position.

- (11) Fold slide up and over at fold mark 2.
- (12) Remove cover from release device.
- (13) Connect release device, install truarc lockring, and replace cover.
- (14) Using vacuum cleaner, evacuate all air from slide.
- (15) Position inflation pull handle on blue velcro patch.
- (16) Fold left side of slide up and in at fold mark 3.
- (17) Fold left side of slide up and out at fold mark 4.

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- (18) Fold right side up and in at fold mark 5.
- (19) Fold right side of slide up and out at fold mark 6 so that dimension across folded slide does not exceed 15 inches.
- (20) Fold slide down and under at fold mark 7.
- (21) Fold slide up and over at fold mark 8.
- (22) Fold slide down and under at fold mark 9.
- (23) Fold slide up and over at fold mark 10.
- (24) Fold slide up and over at fold mark 11.
- (25) Position valise over folded slide and fold slide under at fold mark 12.
- (26) Secure inflation bottle straps.
- (27) Thread pullup cords through eyelets on valise.
- (28) Remove balloons from aspirators.

WARNING: FAILURE TO REMOVE BALLOONS MAY RESULT IN SLIDE FAILING TO INFLATE.

- (29) Tighten pullup cords and secure top pull pins (three places on each Type I exit slide). Safety tie and pull pin with 4.4 T/S cotton thread.
- (30) Using wooden packing paddle, tuck in valise cover flaps.
- (31) Install packed slide in container (see Paragraph 3).

5. Removal/Installation Evacuation Slides (Passenger and Service Doors)
(See Figure 203.)

A. Install Slide - Packing Procedure

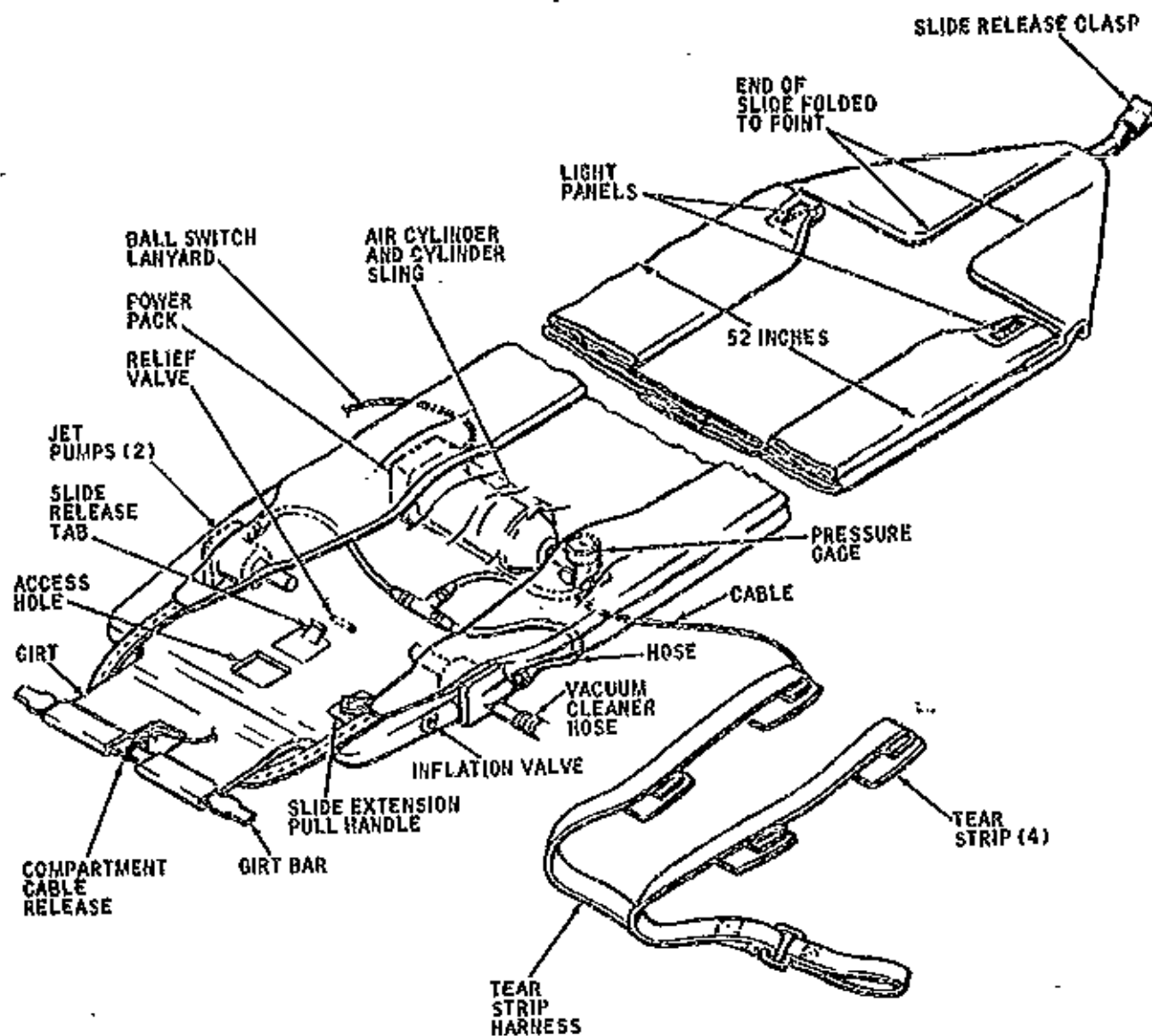
NOTE: Read entire procedure and review illustrations before attempting to pack slides.

- (1) Unfold slide in upside down position on clean, smooth surface.

CAUTION: TURN ON-OFF NYLON SCREW FASTENER (ON-OFF SWITCH) TO "OFF" POSITION TO PREVENT AIR FROM ENTERING TAPES.

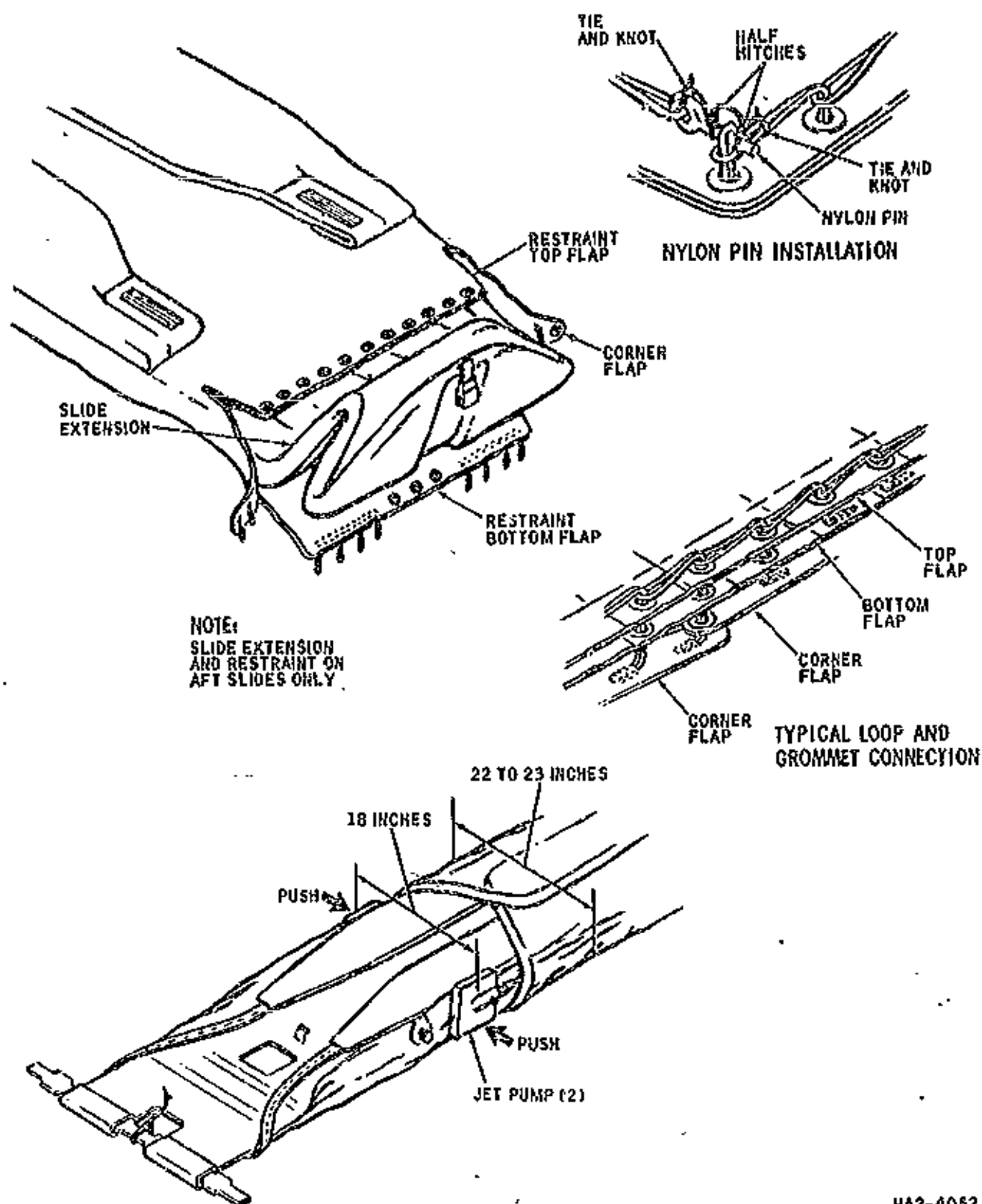
NOTE: Do not walk on slide.

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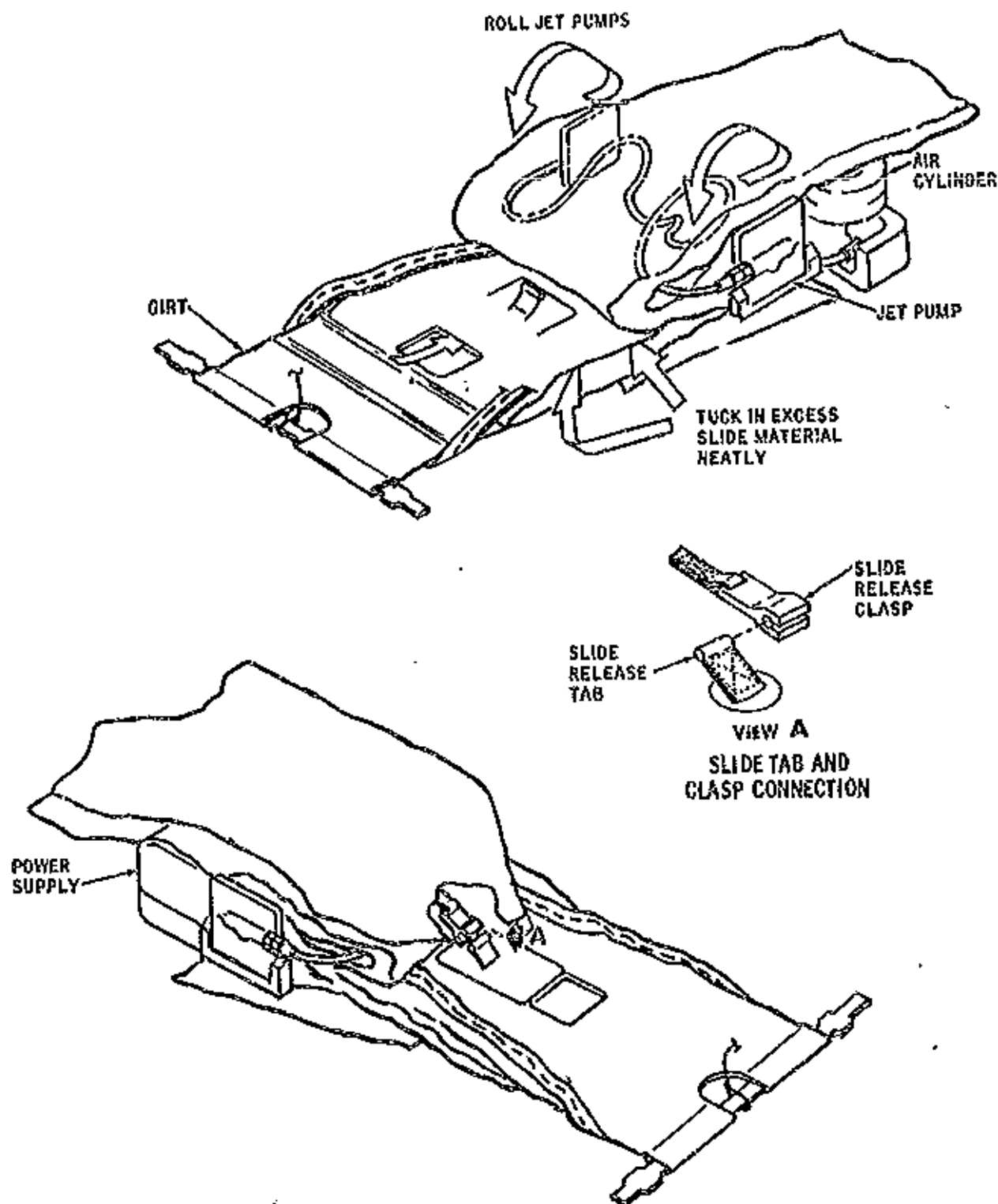
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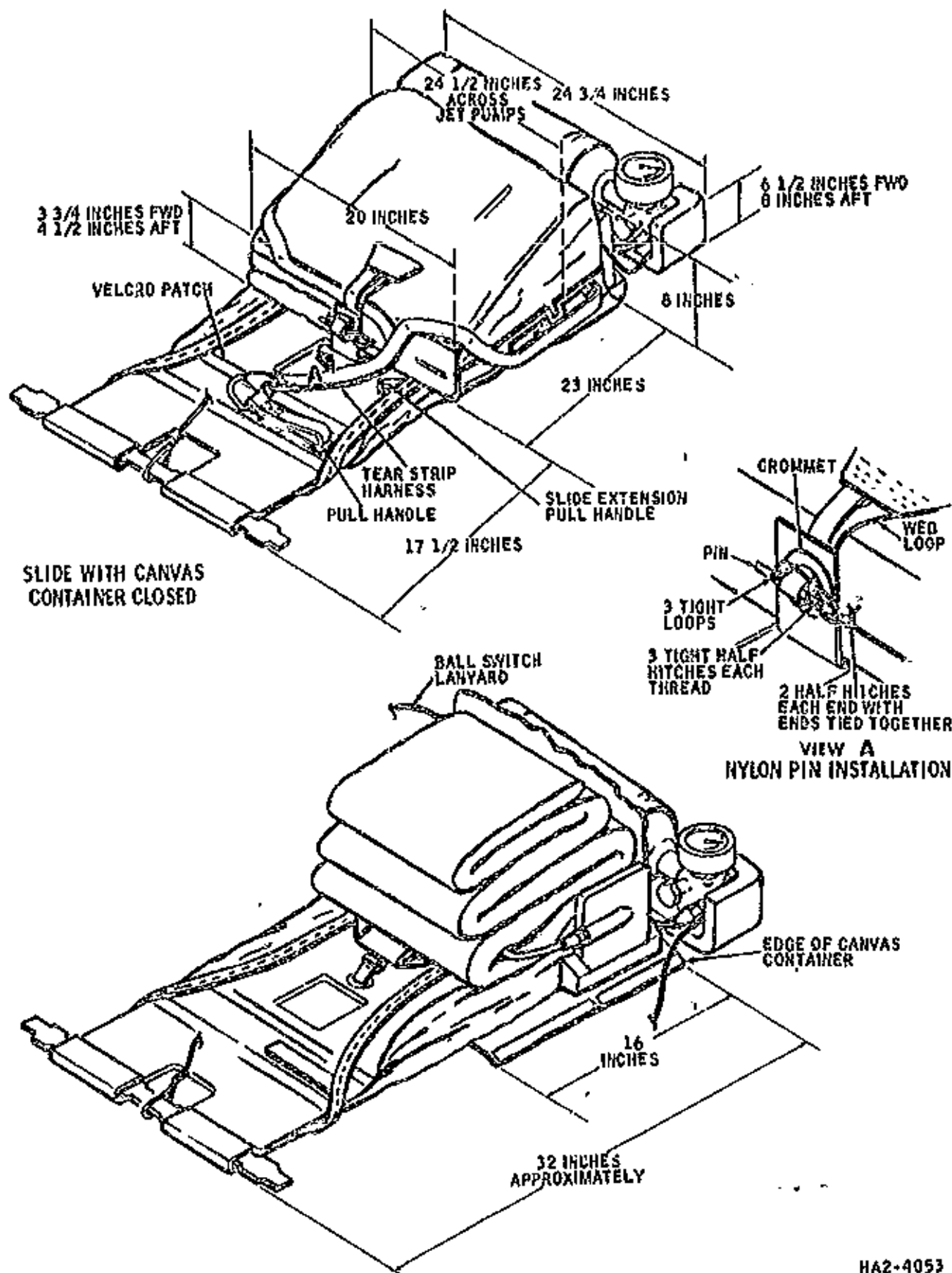
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HA2-4150

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HA2-4053

Evacuation Slide -- Folding Procedures
 (Passenger and Service Doors)
 Figure 203 (Sheet 4)

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- (2) Using a source of clean, dry compressed air, inflate slide to relief valve operating pressure.

NOTE: Relief valve will open at 2.87 psi and close at 2.50 psi.

- (3) Check air cylinder pressure (see Paragraph 6A).
- (4) Install air cylinder in cylinder sling with pressure gage facing away from girt and secure by snapping retaining strap around cylinder.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED DURING PACKING PROCEDURES.

- (5) Connect flexible hose to cylinder making certain hose is free of forced bends or kinks.
- (6) Turn slide over.

WARNING: BE EXTREMELY CAREFUL WHEN TURNING SLIDE TO PREVENT INADVERTENT INFLATION OF SLIDE.

- (7) Insert end of vacuum cleaner hose into jet pump on valve side.
- (8) Tape or plug both jet pumps to prevent reentry of air.
- (9) Start vacuum cleaner and deflate slide with edge of rail tubes lying along edge of main body tubes. Width of slide should be approximately 52 inches and outboard longitudinal seams should be facing up.

NOTE: Evacuate as much air as possible from slide.

- (10) Tighten inflation valve and snap cover in place.
- (11) Place On-Off nylon screw (On-Off switch) to "ON" position and close cover.
- (12) On forward slides, fold all corners of slide to form a point.
- (13) On aft slides, pack extendible portion as follows:
 - (a) Lay extendible portion of slide flat.
 - (b) Fold extension by making 1-1/2 accordion folds and flatten folds neatly within the restraint.
 - (c) Join corner flaps of restraint under bottom flap by threading first loop through grommet. Facing the restraint, thread each loop through the grommets of the top and bottom flaps and preceding loop, starting from the right (see Figure 203, Sheet 2).

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- (d) Install nylon pin through last loop and safety tie pin with cotton thread.
- (e) Attach extendible slide portion pull handle to Velcro patch on bottom of girt (see Figure 203, Sheet 4).
- (14) Rotate air cylinder so that pressure gage faces up.
- (15) Fold both edges of slide up and inward approximately 15-1/2 inches so that slide width is 22 to 23 inches; push jet pumps in to a dimension of 23-1/2 inches and tuck slide material at jet pumps in to width of 18 inches or less (girt width).
- (16) Fold slide lengthwise so that cylinder sling is exposed.
- (17) Position canvas container under slide; bring top flap of container under slide; bring top flap of cylinder stowage section and top flap of container up inside cylinder sling; position cylinder and close Velcro closure along back to enclose cylinder and power pack.
- (18) Roll jet pumps and make short accordion fold to dimensions shown in Figure 203, Sheet 3. Keep slide square with container.

NOTE: Dimensions specified are all maximum. Do not allow folds beyond dimensions, as folds have tendency to spread during packing and may exceed container capacity.
- (19) Tuck all excess material between girt and jet pumps neatly within width of girt (18 inches).
- (20) Fold slide under until edge of hole in girt is even with container.
- (21) Fold slide lengthwise and join tab and clasp by inserting bead end of tap in cylindrical-shaped portion of clasp, making certain tab is positioned in center of clasp.

NOTE: Do not twist tab or clasp before joining. Make certain that fit is smooth and that material on edge of bead is not folded back into slot.
- (22) Tape clasp with two complete loops of 3/4-inch tape.
- (23) Accordion fold slide, making each fold as compact and neat as possible.
- (24) Close canvas container, maintaining dimensions shown on Figure 202, Sheet 3 as follows:
 - (a) Hold folds down and towards cylinder.
 - (b) Shift folds as necessary to make slide fit container.

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(c) Tuck in point of first fold to square slide.

(d) Pull container around folded slide.

NOTE: If canvas container cannot be closed, adjust each fold starting with first one until folded slide will fit within container.

(e) Install tear strip by engaging half of strip on bottom flap of container and other half on top flap.

(25) Install web through grommet on canvas container, making certain that webbing to tear strip is positioned under loop in container.

(26) Insert pin through loop and safety tie with nylon thread as follows:

(a) Make three tight loops adjacent to web loop on tip end of pin and secure with two half hitches to anchor pin to web loop.

(b) Extend thread ends to cable side of pin and secure with two tight half hitches against pin.

(c) Tie ends of thread with three overhand knots.

(27) Remove all tape from jet pumps.

CAUTION: MAKE CERTAIN THAT ALL TAPE IS REMOVED FROM JET PUMPS, TAPE INADVERTENTLY LEFT ON PUMPS WILL CAUSE FAILURE IN SERVICE.

(28) Install inflation lanyard on Velcro patch.

(29) Loop excess air cylinder cable in elastic web inside container flap.

(30) Tie power pack lanyard to webbing on tear strip with double half hitch.

(31) Fold girt and join Velcro tape.

(32) Install slide in door mounted container (see Paragraph 3, Step B).

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6. Inspection/Check Evacuation Slides

A. Check Air Cylinder Pressure

- (1) Check air cylinder pressure. Pressure reading on air cylinder gage should be within 3 percent of value listed at temperatures listed below:

Pressure (psi)	Temperature
3790	73.9°C (165°F)
3475	51.7°C (125°F)
3250	37.8°C (100°F)
3000	21.1°C (70°F)
2700	0.0°C (32°F)
2425	-17.8°C (0°F)
2270	-28.9°C (-20°F)
2100	-40.0°C (-40°F)
1875	-53.9°C (-65°F)

B. Evacuation Slide Pressure Check (Passenger and Service Doors)

- (1) Remove slide from container and unfold slide on clean, smooth area.

WARNING: TO PREVENT INADVERTENT ACTUATION OF AIR CYLINDER VALVE, MAKE CERTAIN THAT INFLATION LANYARD IS NOT PULLED AT ANY TIME.

- (2) Disconnect air cylinder hose from slide and plug hose with AN806-6 fitting.
- (3) Make visual check of slide for cuts, abrasion areas, frayed cordage, bare wires, and damaged grommets.
- (4) Using vacuum cleaner or source of dry, filtered compressed air connected to inflation valve, inflate slide to relief valve operating pressure. Check that valve opens at 2.87 (± 0.25) psi and closes at 2.50 (± 0.25) psi.

NOTE: Measure pressure with mercury manometer or gage calibrated in increments of 0.1 psi or less.

- (5) Reduce slide pressure to 2 psi. Allow slide to stand for 1 hour.
- (6) Check pressure. If pressure has dropped, raise pressure to 2 psi again and let stand for 4 hours.

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- (7) Check pressure after four hours. Allowable pressure drop is 0.5 psi.

NOTE: Slide pressure is affected by barometric pressure and temperature changes. Record temperature and barometric pressure at the beginning of the pressure checks and make corrections as follows:

- (a) To correct for temperature, subtract 0.1 psi for every 1.7°C (3°F) rise in temperature or add 0.1 psi for every 1.7°C (3°F) drop.
- (b) To correct for barometric conditions, add 0.1 psi for every 0.2 inch of mercury that barometric pressure has increased or subtract 0.1 psi for every 0.2 inch of mercury that barometric pressure has dropped.

- (8) Fold and pack slide (see Paragraph 5).

C. Evacuation Slide Pressure Check (Emergency Exit, Type I)

- (1) Remove slide and container (see Paragraph 4).
- (2) Remove slide from container and unfold slide on prepared surface.
- (3) Connect source of clean, dry compressed air to deflation valve.
- (4) Using test adapter, inflate slide until relief valve opens, and record pressure. Maximum allowable relief pressure is 3.7 (±2) psi.
- (5) Record pressure at which relief valve reseats. Minimum allowable reseating pressure is 2.9 (±2) psi.
- (6) Reduce pressure in slide to 2.7 psi.

NOTE: Test pressures specified are for a temperature of 21.1°C (70°F). Air pressure within the slide will be affected by changes in temperature and barometric pressure. Record temperature and barometric pressure at beginning and end of test and correct final readings as follows: Correct for temperature by adding 0.1 psi for every 1.7°C (3°F) drop and subtracting 0.1 psi for every 1.7°C (3°F) rise. Correct for barometric conditions by adding 0.1 psi for every 0.2 inches of mercury that the barometric pressure increases and subtracting 0.1 psi for every 0.2 inches of mercury that the barometric pressure drops.

- (7) Check pressure after 1 hour. If pressure has dropped, increase pressure to 2.5 psi.
- (8) Check pressure after 2 hours. Maximum allowable pressure drop is 0.25 psi when corrected for temperature and barometric pressure changes.
- (9) Fold and pack slide in valise as described in Paragraphs 4 and 5.
- (10) Install slide and container on door (see Paragraph 4).

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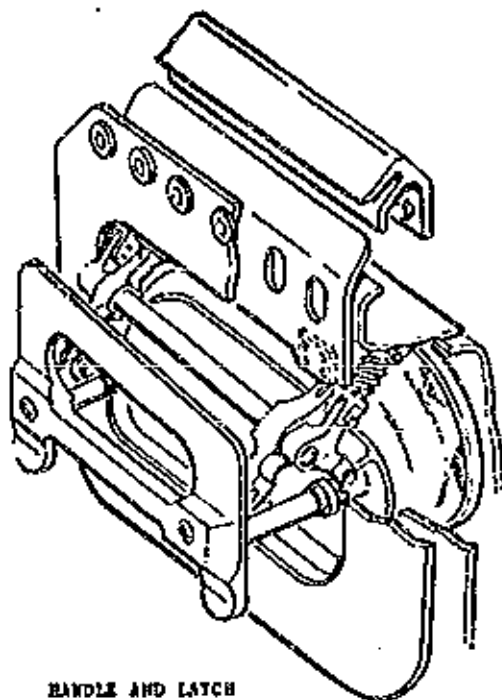
ESCAPE TAPES - DESCRIPTION AND OPERATION

1. Description

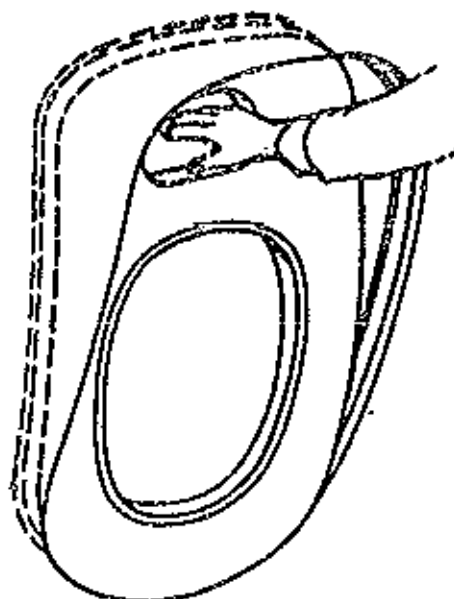
- A. Escape tapes are installed in the main cabin area and the flight compartment. In the DC-8-50 these tapes are located at the four overwing emergency exits and at the forward service door. In the DC-8F-50 these tapes are located at the four overwing emergency exits and at the forward passenger door. In the DC-8-60 one escape tape is installed above each overwing emergency exit. The tapes for the emergency exits are stowed in containers behind the stowage rack back panels and are accessible through access doors adjacent to the exits. The loose end of the tape hangs down out of the door jamb (see Figure 1). The end of the tape is inserted into the exit door between the lining panel and the door structure. One end of the tape is attached to the structure inside the container. The tape at the DC-8-50 service door and the DC-8F-50 passenger door is stowed in a compartment behind the door lining and must be attached to the fittings installed in the upper door jamb before it is usable.
- B. Two additional escape tapes are installed in the flight compartment for evacuation of the flight compartment personnel. These tapes are coiled in containers located above and slightly aft of each clearview window. One end of the tape is attached to the structure inside the containers.

WARNING: ESCAPE TAPES MUST BE SECURELY ATTACHED TO AIRPLANE STRUCTURE TO BE READY FOR EMERGENCY EVACUATION OF CREW AND PASSENGERS FROM AIRPLANE.

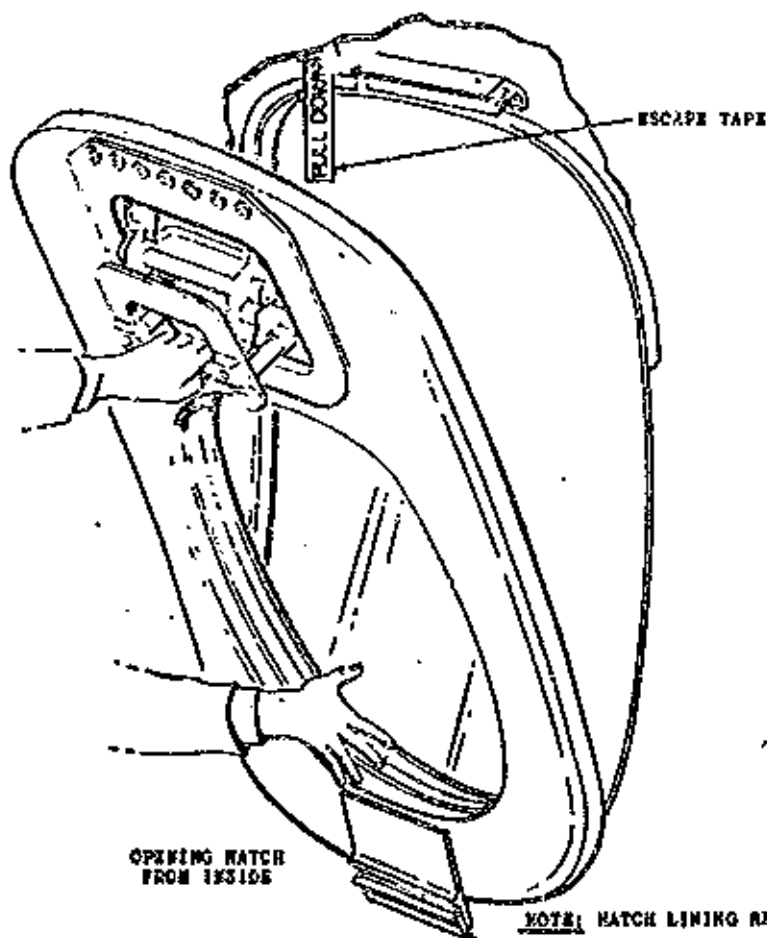
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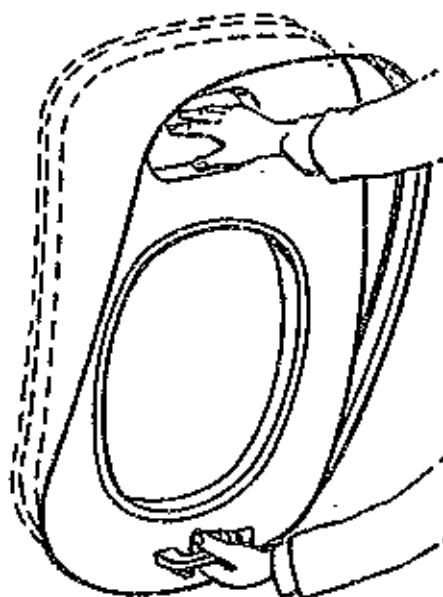
HANDLE AND LATCH
 IN UNLATCHED
 POSITION



OPENING HATCH FROM OUTSIDE
 WITH PUSH PLATE (ON HATCH NOT
 EQUIPPED WITH EXTERNAL HANDLE)



OPENING HATCH
 FROM INSIDE



OPENING HATCH FROM OUTSIDE
 WITH PUSH PLATE AND LOWER HANDLE
 (ON HATCH EQUIPPED WITH
 EXTERNAL HANDLE)

NOTE: HATCH LINING REMOVED FOR CLARITY.

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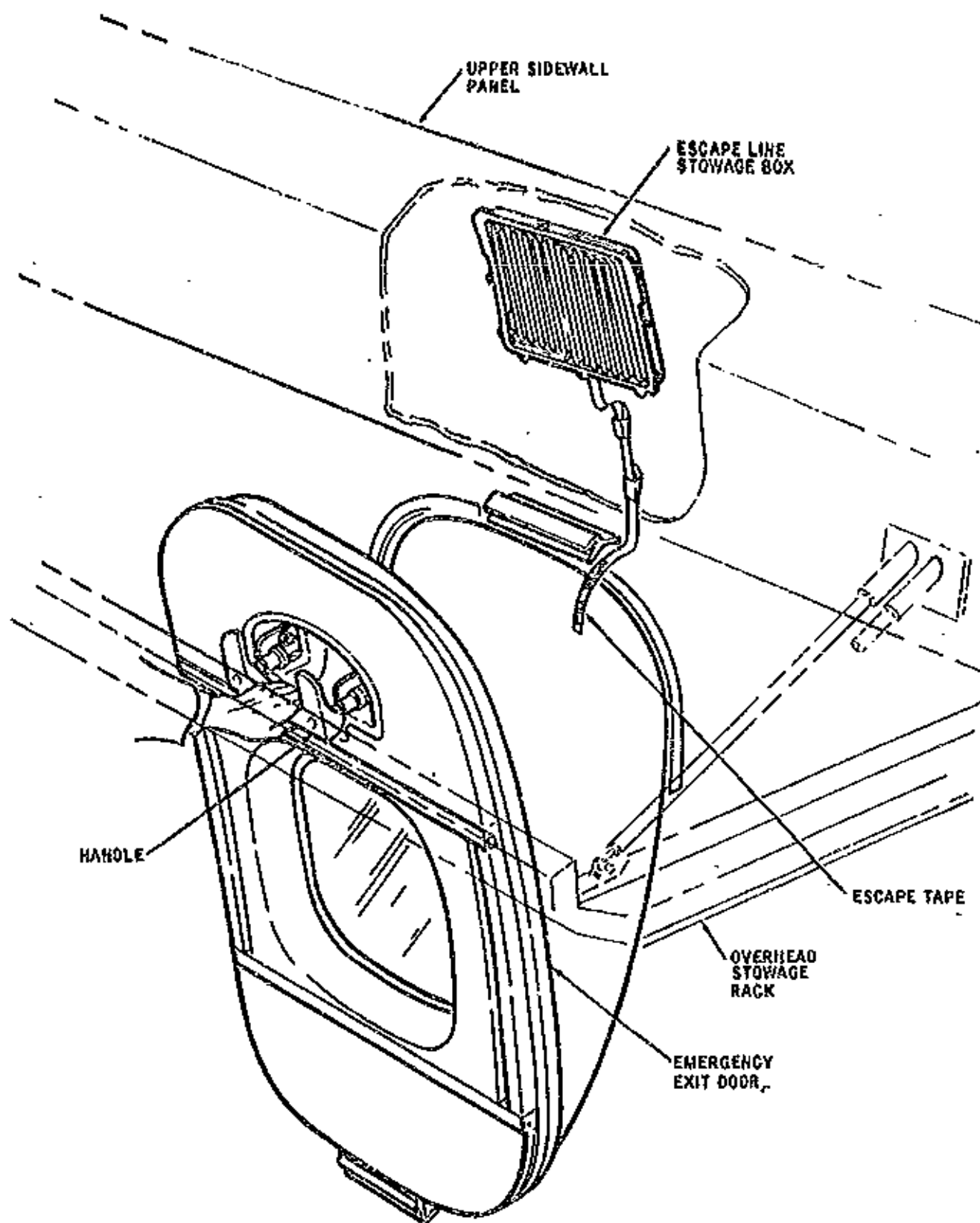
ESCAPE TAPES - DESCRIPTION AND OPERATION

1. Description

- A. Four escape tapes are installed in the main cabin area. These tapes are installed above the overwing emergency exits in the cabin. The tapes are stowed in containers behind and are accessible through the upper sidewall panels above the overhead stowage racks. The loose end of the tape hangs down out of the door jamb (see Figure 1). This end of the tape is inserted into the exit door between the lining panel and the door structure prior to closing and latching the door. The other end of the tape is attached to the airplane structure inside the tape container.
- B. Two additional escape tapes are installed in the flight compartment for evacuation of the flight compartment personnel. These tapes are coiled in containers located above and slightly aft of each clearview window. One end of the tape is attached to the airplane structure inside the container.

WARNING: ESCAPE TAPES MUST BE SECURELY ATTACHED TO AIRPLANE STRUCTURE TO BE READY FOR EMERGENCY EVACUATION OF CREW AND PASSENGERS FROM AIRPLANE.

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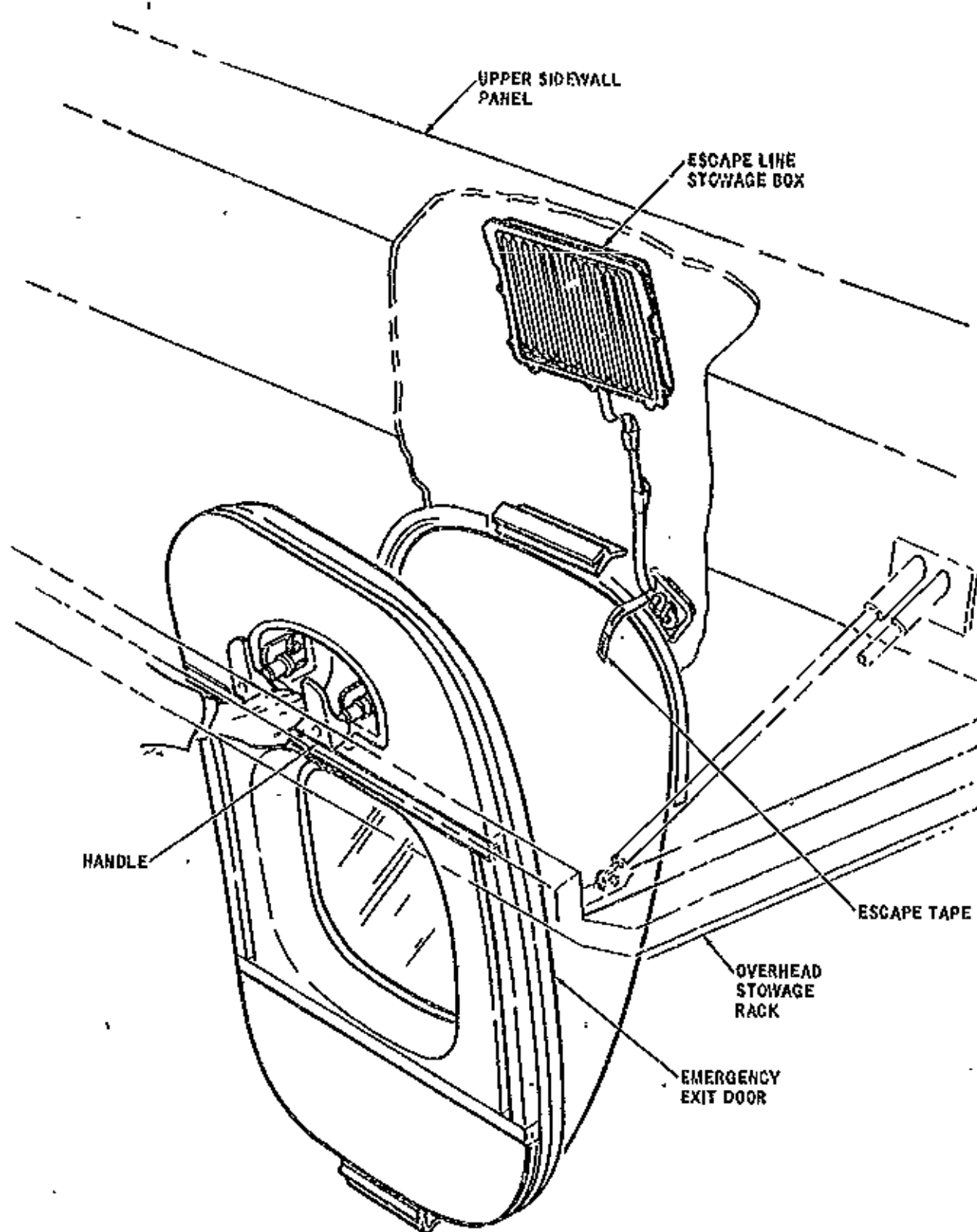
ESCAPE TAPES - DESCRIPTION AND OPERATION

1. Description

- A. Four escape tapes are installed in the main cabin area. These tapes are installed above the overwing emergency exits in the cabin. The tapes are stowed in containers behind and are accessible through the upper sidewall panels above the overhead stowage racks. The hook end of the tape is stowed in a retainer clip in the upper door jamb, and a pull tab hangs down out of the door jamb (see Figure 1). This end of the tab is inserted into the exit door between the lining panel and the door structure prior to closing and latching the door. The other end of the tape is attached to the airplane structure inside the tape container. The tapes attach to wing fittings when used in ditching procedures.
- B. Two additional escape tapes are installed in the flight compartment for evacuation of the flight compartment personnel. These tapes are coiled in containers located above and slightly aft of each clearview window. One end of the tape is attached to the airplane structure inside the container.

WARNING: ESCAPE TAPES MUST BE SECURELY ATTACHED TO AIRPLANE STRUCTURE TO BE READY FOR EMERGENCY EVACUATION OF CREW AND PASSENGERS FROM AIRPLANE.

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ESCAPE TAPES - MAINTENANCE PRACTICES

1. General

- A. The overwing emergency exit escape tapes are folded and the flight compartment escape tapes are coiled.

2. Escape Tapes - Packing Procedures (See Figure 201)

- A. Overwing emergency exit escape tapes.

- (1) Lower overhead storage racks (see 25-25-0).
- (2) Remove upper side panel above overhead storage racks.
- (3) Remove escape tape container cover.
- (4) Pack escape tape into container.

NOTE: Packing procedures for the forward overwing exit escape tapes is different than for the aft overwing exit escape tapes.

- (5) Install escape tape container cover.
- (6) Install upper side panel above overhead storage rack.
- (7) Raise and secure overhead storage rack.

- B. Flight compartment escape tapes.

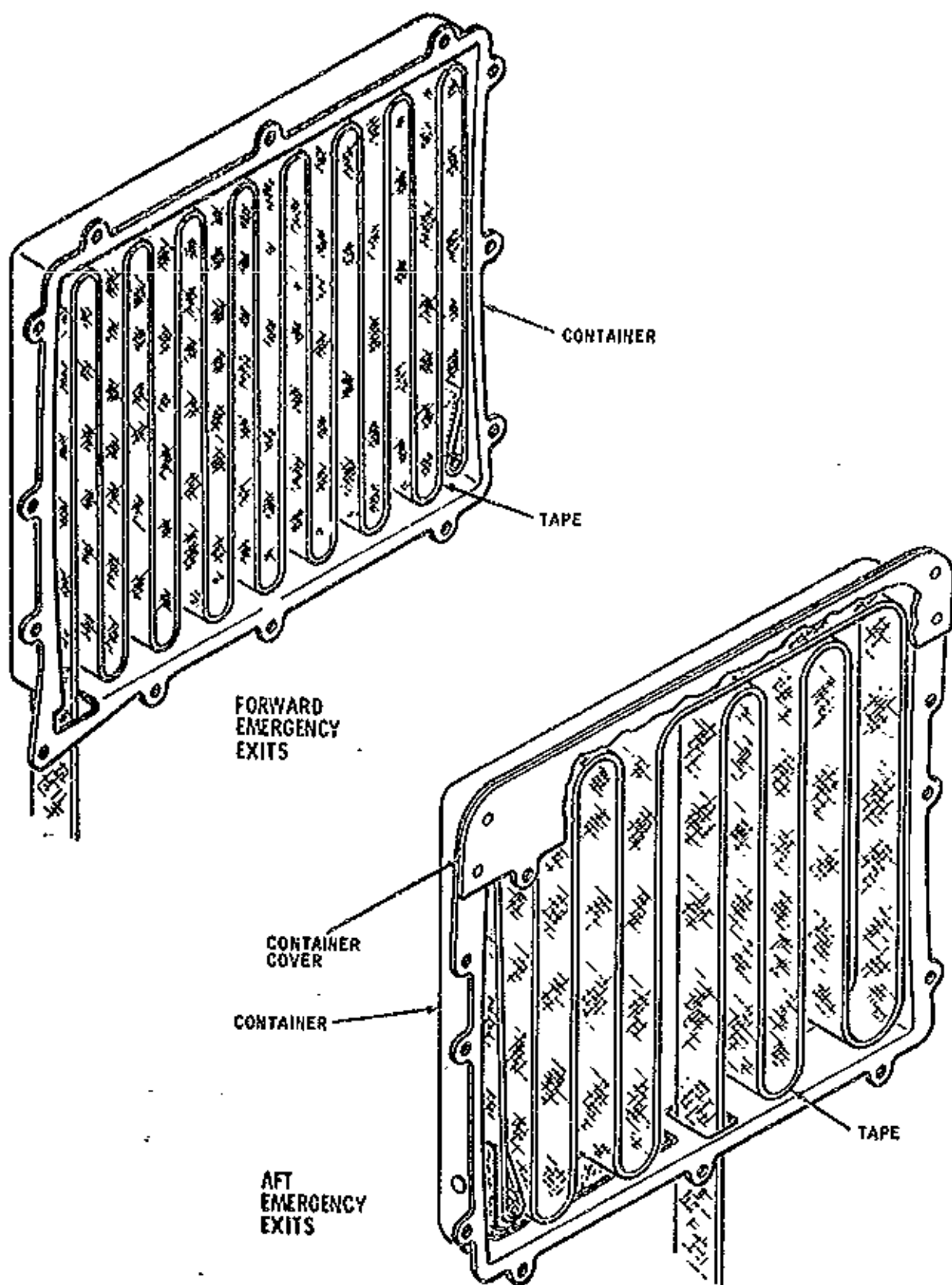
- (1) Remove escape tape container cover.
- (2) Coil escape tape as tight as possible and place into container.
- (3) Install escape tape container cover.

3. Inspection/Check - Escape Tapes

- A. Open and remove overwing emergency exit door.
- B. Pull tape from container by pulling red-colored end of tape hanging in the exit opening.

NOTE: Tape should come down freely.

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C. Check length of escape tape.

NOTE: Escape tape, when fully extended, should reach from its container, out the emergency exit, and over the wing either forward or aft, and down to the ground.

D. Check condition of escape tape for fraying, tears, cuts, deterioration, etc.

E. Check that escape tape is securely anchored to the airplane structure by hanging a heavy weight on the ground end of the tape.

F. Pack escape tape into container (see paragraph 2A).

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ESCAPE TAPES - MAINTENANCE PRACTICES

1. General

- A. The overwing emergency exit escape tapes are folded and the flight compartment escape tapes are coiled.

2. Escape Tapes - Packing Procedures (See Figure 201)

A. Overwing emergency exit escape tapes

- (1) Remove liferaft and liferaft containers from overhead stowage racks.
- (2) Lower overhead stowage racks (see 25-25-0).
- (3) Remove upper side panel above overhead stowage racks.
- (4) Remove escape tape container cover.
- (5) Pack escape tape into container (see Figure 201).

NOTE: Packing procedure for the forward overwing exit escape tapes is different than for the aft overwing exit escape tapes.

- (6) Install escape tape container cover.
- (7) Install upper side panel above overhead stowage rack (see 25-25-0).
- (8) Raise and secure overhead stowage rack.
- (9) Install liferaft container and liferaft in overhead stowage rack.

B. Flight compartment escape tapes.

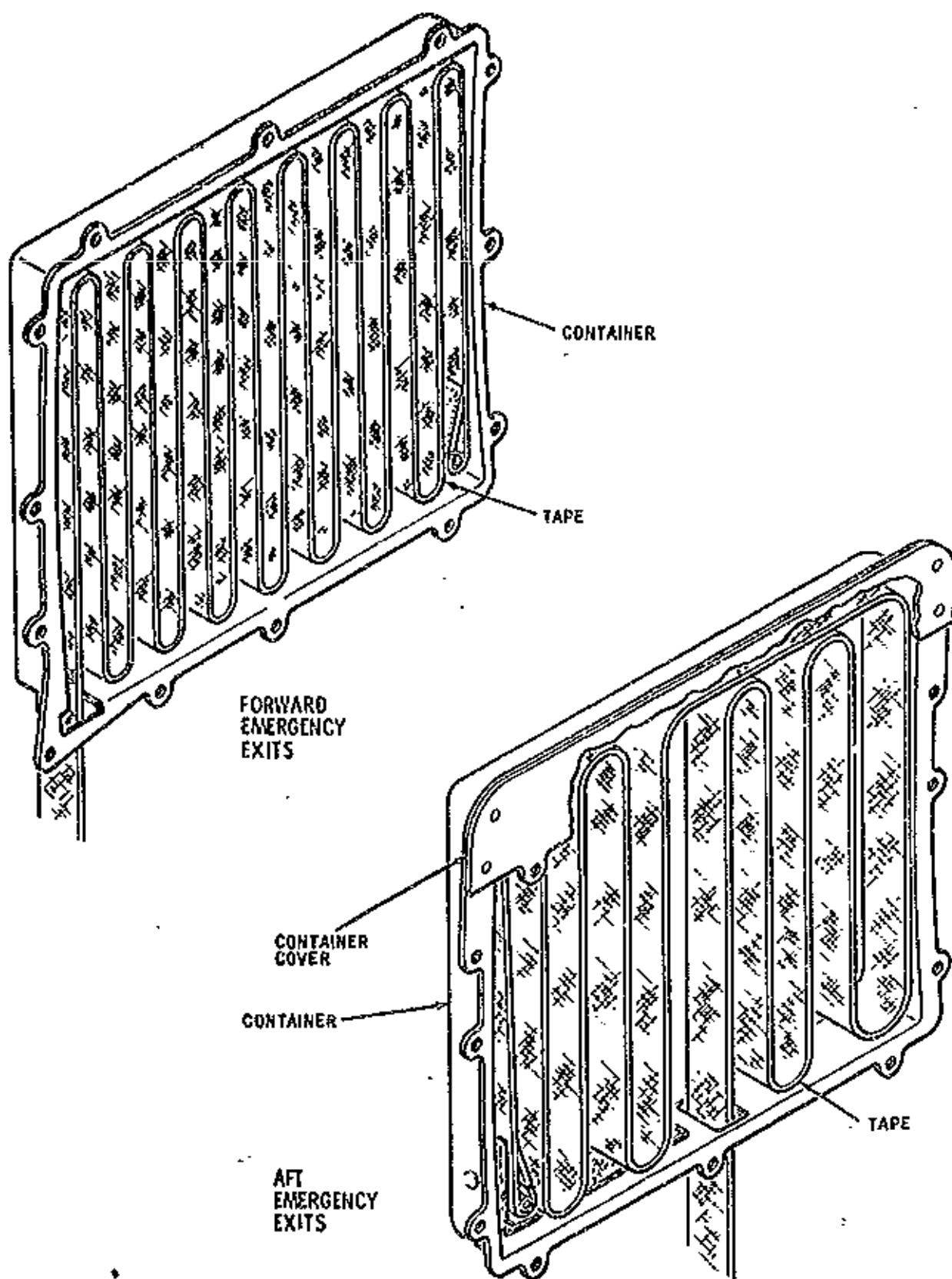
- (1) Remove escape tape container cover.
- (2) Coil escape tape as tight as possible and place into container.
- (3) Install escape tape container cover.

3. Inspection/Check - Escape Tapes

- A. Open and remove overwing emergency exit door.
- B. Pull tape from container by pulling red-colored end of tape hanging in the exit opening

NOTE: Tape should come down freely.

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C. Check length of escape tape.

NOTE: Escape tape, when fully extended, should reach from its container, out the emergency exit, and over the wing either forward or aft, and down to the ground.

D. Check condition of escape tape for fraying, tears, cuts, deterioration, etc.

E. Check that escape tape is securely anchored to the airplane structure by hanging a heavy weight on the ground end of the tape.

F. Pack escape tape into container (see paragraph 2A).

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ESCAPE TAPES - MAINTENANCE PRACTICES

1. General

- A. The overwing emergency exit escape tapes are folded, or wound in reel assemblies, and the flight compartment escape tapes are coiled.

2. Escape Tapes - Removal/Installation Procedures

A. Overwing Emergency Exit Tapes -- Removal

- (1) Remove overwing emergency exit doors.
- (2) Pull down tab attached to escape line snap and completely unwind escape line.
- (3) Remove mood light from underneath overhead storage rack.
- (4) Remove hub bolt that retains escape line loop in hub assembly.
- (5) Remove guide roller from reel assembly, and guide roller from side panel to allow line to be free.
- (6) Remove escape line from reel assembly.

B. Overwing Emergency Exit Tapes -- Installation

- (1) Insert spacer into escape line loop and feed loop up through channel and into reel assembly housing, until loop is visible through bolt hole in hub.
- (2) Insert bolt into reel assembly through escape line loop.
- (3) Tighten retaining bolt.
- (4) Install guide rollers in reel assembly and side panel, making sure that line is between rollers.
- (5) Wind up escape line by rotating rewind hex in direction of arrow on reel cover. (Clockwise for L/H side, counterclockwise for R/H side windows.)
- (6) Apply a slight tension on escape tape while winding to make a tightly wound tape.
- (7) Slip snaphook into retainer pocket in side panel.

NOTE: After escape line is installed in airplane, maximum direct load required to pull line out of housing should not exceed 12 lbs.

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- (8) Install mood light in underneath side of overhead storage rack.

C. Reel Assembly-Overwing Emergency Escape Lines-Removal

- (1) Remove overwing emergency escape doors.
- (2) Remove corresponding mood light from underneath side of overhead baggage rack.
- (3) Remove guide roller from sidewall panel, allowing escape line to come free from sidewall channel.
- (4) Remove line snap from pocket in sidewall.
- (5) Remove four mounting bolts from reel assembly, access is through mood light opening.
- (6) Remove reel assembly through mood light opening, feeding line up through channel in sidewall.

D. Reel Assembly-Overwing Emergency Escape Lines-Installation

- (1) Insert reel assembly into position through opening of mood light, feeding escape line snap down through channel in sidewall panel.
- (2) Install four mounting bolts in reel assembly, and tighten bolts.
- (3) Install escape line into channel in sidewall and install guide roller.

NOTE: After escape line is installed in airplane, maximum direct load required to pull line should not exceed 12 lbs.

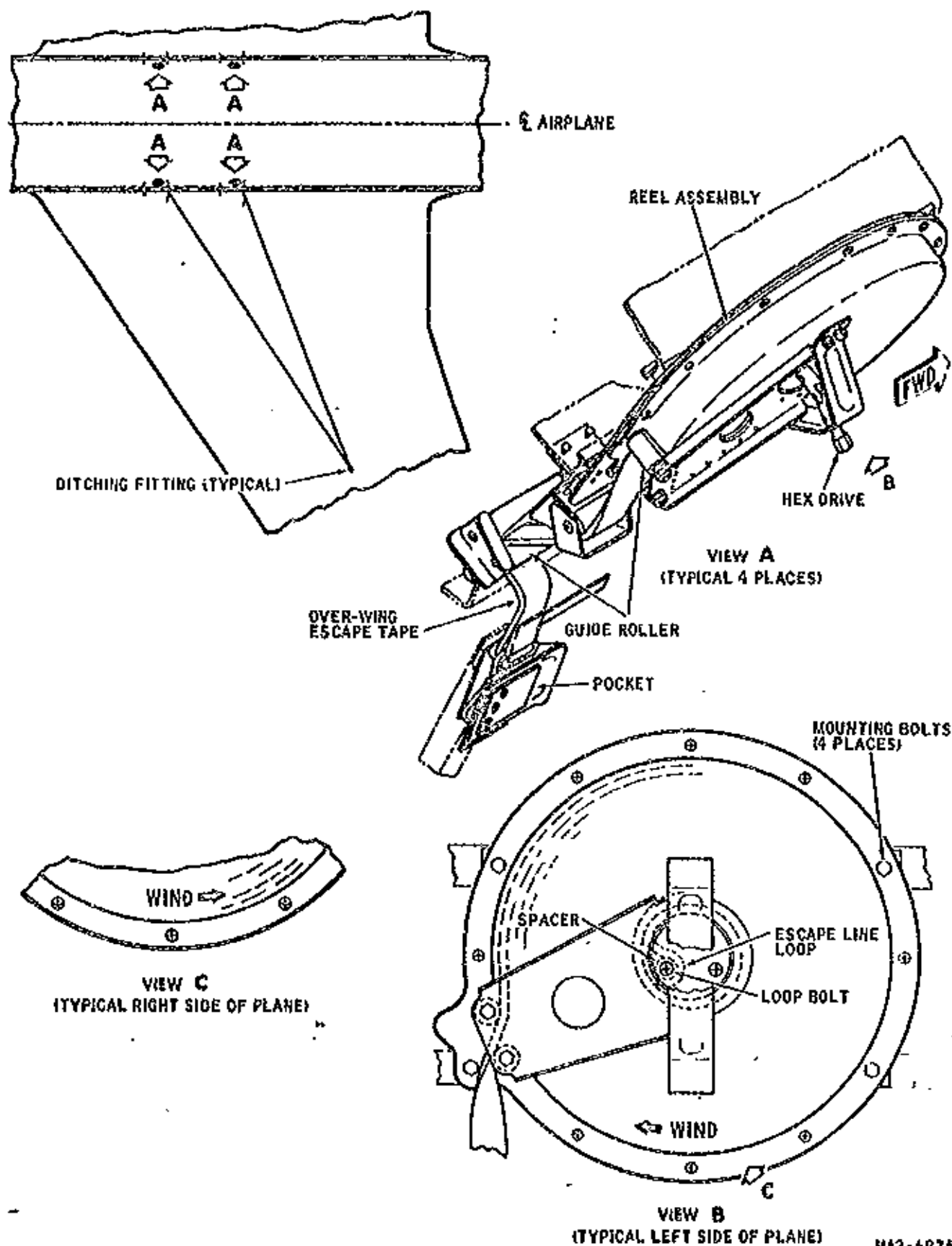
- (4) Insert line snap in retainer pocket in sidewall panel.
- (5) Install mood light in overhead baggage rack.
- (6) Install overwing exit doors.

3. Inspection/Check

A. Check Overwing Emergency Escape Lines

- (1) Remove overwing emergency exit doors.
- (2) Remove line snap from retainer pocket in sidewall panel.
- (3) Pull out tape to full length, maximum direct load pull not to exceed 12 lbs.
- (4) Snap line to fitting on top surface of wing. This fitting is used for ditching procedures, (see Figure 201).

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Escape Tapes -- Overwing
 Figure 201

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- (5) Make sure escape line, when fully extended, will reach over the edge of the wing and to the ground.
- (6) Check condition of escape line for fraying, tears, cuts, deterioration etc.
- (7) Remove corresponding mood light for lines being checked to gain access to reel assemblies.
- (8) Rewind lines by rotating hex drives in the direction of arrows on reel housings. Apply a slight tension to lines while rewinding to keep coil tight.
- (9) Insert snap into retainer pocket in sidewall panel.
- (10) Install mood light in overhead baggage rack.
- (11) Install emergency door exits.

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ESCAPE TAPES - MAINTENANCE PRACTICES

1. General

- A. The overwing emergency exit escape tapes are folded and the flight compartment escape tapes are coiled.

2. Escape Tapes - Packing Procedures (See Figure 201.)

A. Overwing emergency exit escape tapes.

- (1) Lower overhead stowage racks (see 25-25-0).
- (2) Remove upper side panel above overhead stowage racks.
- (3) Remove escape tape container cover.
- (4) Pack escape tape into container by stowing hook into retainer clip in door jamb and folding the remainder of tape into container (see Figure 201 and 202). Pull down tab should hang down out of door jamb.
- (5) Install escape tape container cover.
- (6) Install upper side panel above overhead stowage rack.
- (7) Raise and secure overhead stowage rack.

B. Flight compartment escape tapes.

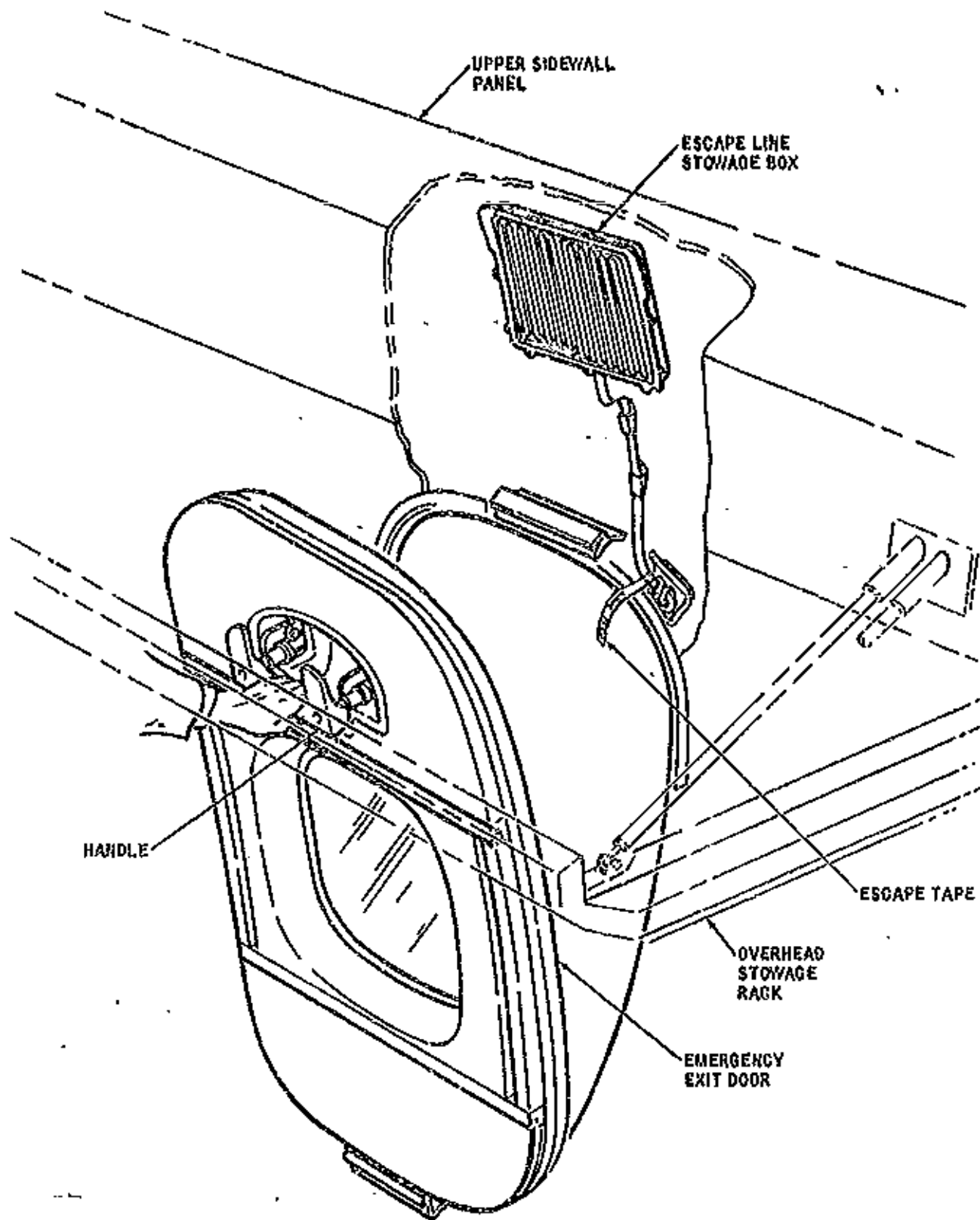
- (1) Remove escape tape container cover.
- (2) Coil escape tape as tight as possible and place into container.
- (3) Install escape tape container cover.

3. Inspection/Check - Escape Tapes

- A. Open and remove overwing emergency exit door.
- B. Pull tape from container by pulling red-colored end of tape hanging in the exit opening.

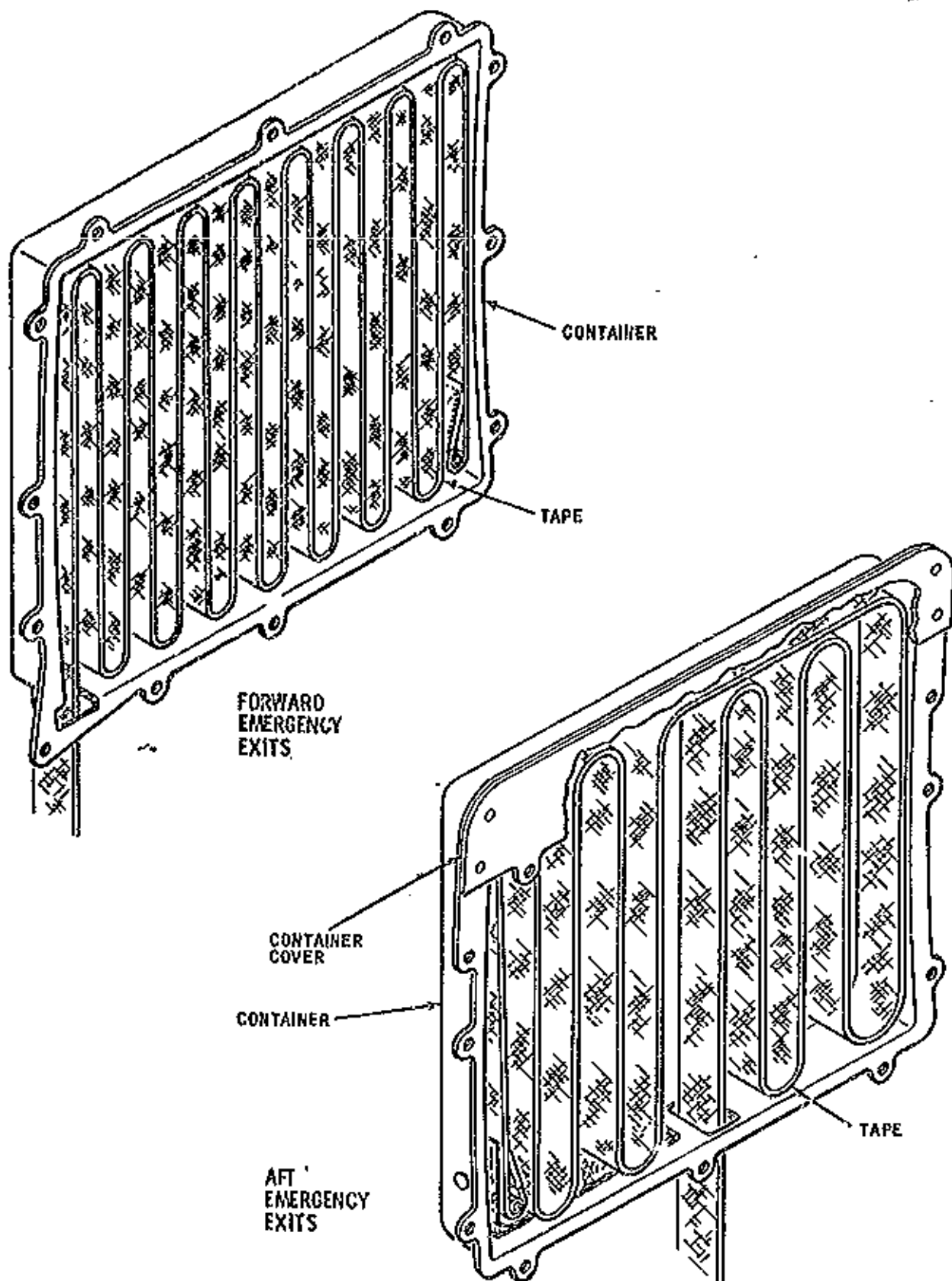
NOTE: Tape should come down freely.

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Escape Tapes -- Packing Procedures
Figure 202

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C. Check length of escape tape.

NOTE: Escape tape, when fully extended, should reach from its container, out the emergency exit, and over the wing either forward or aft, and down to the ground, and also to the hook fittings on each wing used for ditching.

D. Check condition of escape tape for fraying, tears, cuts, deterioration, etc.

E. Check that escape tape is securely anchored to the airplane structure by hanging a heavy weight on the ground end of the tape.

F. Pack escape tape into container (see paragraph 2A).

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EVACUATION SLIDE PRESSURE REGULATOR -

DESCRIPTION AND OPERATION

1. Description

- A. The evacuation slide pressure regulator is an inline type regulator. The regulator is installed between the pressure bottle and the evacuation slide. The regulator is approximately six and one-half inches long and weighs approximately three-fourths of a pound.
- B. The pressure regulator reduces the pressure from the pressure bottle to the jet pump from 3000 psi to approximately 800 psi. Pressure flowing through the jet pump picks up additional volume and experiences a pressure drop. This provides a terminal pressure of approximately 2 psi in the evacuation slide.

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EVACUATION SLIDE PRESSURE REGULATOR - MAINTENANCE PRACTICES

1. General

- A. A pressure regulator for each inflatable slide is located on the ceiling panel adjacent to each slide door. The regulator is to the right when facing inboard.

2. Removal/Installation of Pressure Regulator

A. Remove Regulator

- (1) Open slide door.
- (2) Remove evacuation slide from slide compartment (see 25-60-1).
- (3) Release bottle pressure to zero by slowly backing off filler swivel nut adjacent to pressure gage. After pressure is reduced to zero tighten filler nut.
- (4) Remove pipe that connects receiver discharge valve to pressure regulator.
- (5) Disconnect inflation line from pressure regulator.

CAUTION: CLAMP OR OTHERWISE SECURE THE LINE TO THE CEILING PANEL TO AVOID HAVING THE RELEASE CABLE PULLED FREE OF THE DISCHARGE VALVE.

- (6) Remove screws and clamps that attach pressure regulator to mounting bracket.
- (7) Remove pressure regulator.

B. Install Regulator

- (1) Clamp pressure regulator to ceiling panel.

NOTE: Position the regulator on the bracket so that the large end is toward the slide door opening.

- (2) Install pipe connecting receiver discharge valve to pressure regulator.
- (3) Connect inflation line to large end of regulator.
- (4) Charge receiver to 3000 (± 100) psi.
- (5) Leak test connection (see 25-60-1).
- (6) Install evacuation slide (see 25-60-1).

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EVACUATION SLIDE INFLATION BOTTLE - DESCRIPTION AND OPERATION

1. Description

- A. There is an evacuation slide inflation bottle located adjacent to each inflatable slide. The forward inflation bottles and slides are located above the passenger and service doors in the DC-8/8F-50. They have a capacity of 200 cubic inches. Each bottle weighs approximately 7 1/2 pounds and has a diameter of 7 1/2 inches.
- B. The aft evacuation slide inflation bottles are located adjacent to each inflatable slide. The inflation bottles and slides are located above the passenger and service doors in the DC-8/8F-50. They have a capacity of 300 cubic inches. Each bottle weighs approximately 10 pounds and has a diameter of 8 1/2 inches.
- C. The inflation bottles in the DC-8-60 are an integral part of the evacuation slides.
- D. All inflation bottles are charged to 3000 (± 100) psi with either air or dry nitrogen.

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EVACUATION SLIDE INFLATION BOTTLE - MAINTENANCE PRACTICES

1. Removal/Installation Inflation Bottle (DC-8/BF-50)

A. Remove Bottle

- (1) Open slide door.
- (2) Remove evacuation slide from slide compartment (see 25-60-1).
- (3) Release bottle pressure to zero by slowly backing off filler swivel nut adjacent to pressure gage. After pressure is reduced to zero tighten filler nut.
- (4) Remove pipe between pressure regulator and bottle discharge valve.
- (5) Pull cable free of discharge valve.
- (6) Remove three bolts and spacers attaching bottle to fuselage structure.
- (7) Remove bottle.

B. Install Bottle

- (1) Position bottle and attach it with the three bolts and spacers.
- (2) Install pipe between bottle discharge valve and pressure regulator.
- (3) Install pull cable in discharge valve as follows:
 - (a) Remove discharge valve cover plate.
 - (b) Lift internal cam off axle and out of valve housing.
 - (c) Thread release cable end through nylon guide on valve and insert in hole in rim of cam.

NOTE: The end of the cable should be inserted 5/16 of an inch in the hole of the cam.

- (d) Rotate cam approximately 30 degrees while holding cable in groove of cam.
- (e) Install cam on axle in valve housing.
- (f) Rotate cam until spring clip engages ball detent indicating valve is closed.
- (g) Install cover plate on valve.

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(h) Safety cam in closed position with an inspection seal assembly (Air-Cruiser Part No. 14A19016-1).

- (4) Charge bottle to 3000 (± 100) psi.
- (5) Leak test all connections (see 25-60-1).
- (6) Install evacuation slide (see 25-60-1).

C. Check Bottle

- (1) Check evacuation slide inflation bottle for acceptable pressure reading.
- (2) Make certain filler nut is tight.
- (3) Check all connections for leakage (see 25-60-1).
- (4) Make certain cam on discharge valve is safetied with lockwire.
- (5) Check three attached bolts for security.

2. Removal/Installation - Inflation Bottle (DC-8-60)

NOTE: The following procedures are applicable for the removal and installation of the inflation bottles for the evacuation slides mounted on the passenger and service doors only. To remove the inflation bottle on the Type I emergency exit door slide requires the unpacking and repacking of the slide (see 25-60-1).

A. Remove Inflation Bottle

- (1) Remove evacuation slide from door mounted container and place on floor.
- (2) Loosen tie strap around neck of bottle.

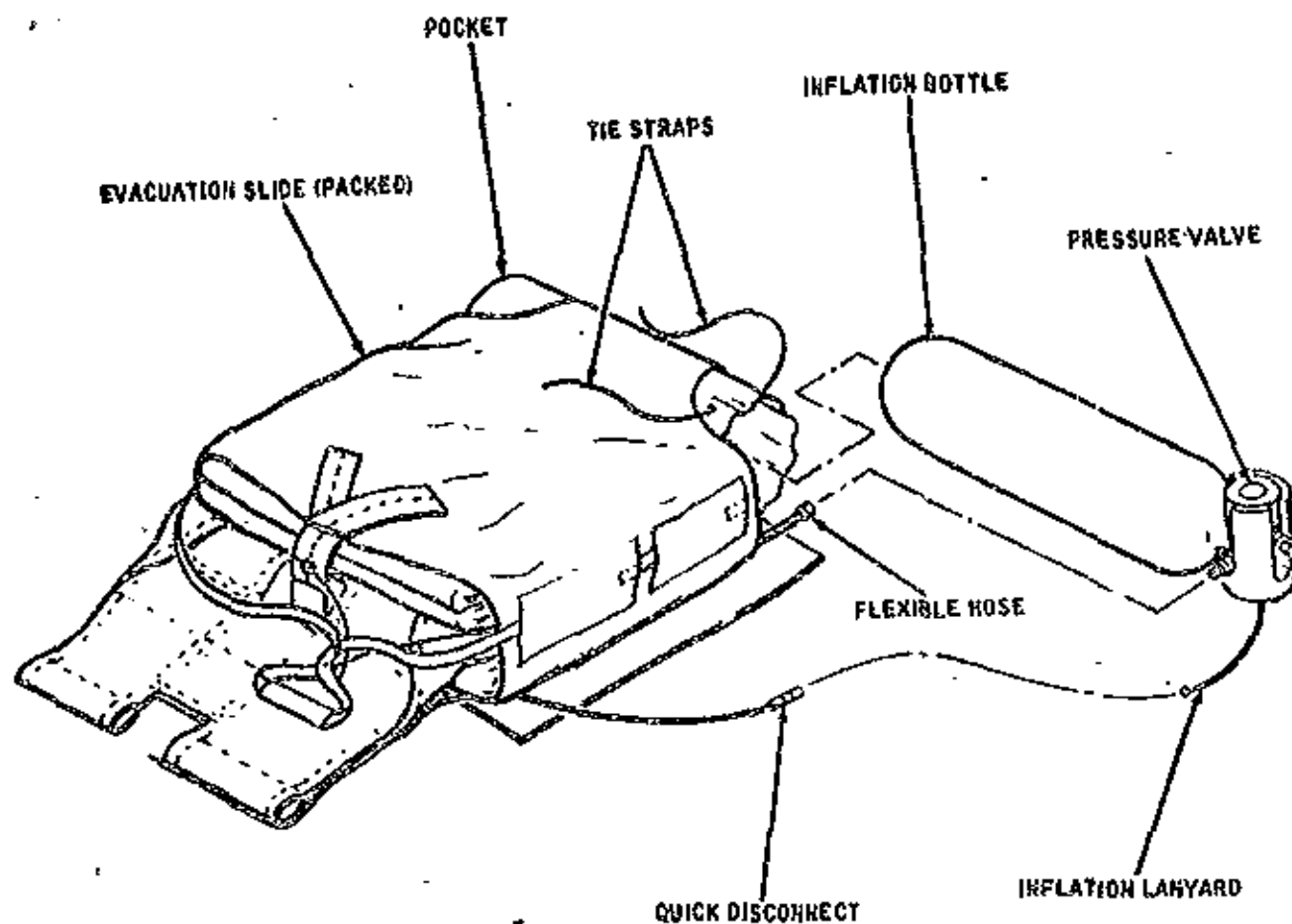
WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (3) Disconnect firing lanyard at quick disconnect fitting.

NOTE: Do not disconnect firing lanyard from bottle.

- (4) Disconnect hose fitting at pressure valve.
- (5) Remove inflation bottle from pocket.

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Evacuation Slide Inflation Bottle -- Removal/Installation
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D. Install Inflation Bottle

- (1) Slide bottle into pocket on slide.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (2) Connect hose fitting to pressure valve.

NOTE: Torque hose fitting to 100 inch pounds.

- (3) Connect firing lanyard to quick disconnect fitting.

- (4) Tighten tie strap around neck of bottle.

- (5) Install evacuation slide into container mounted on door (see 25-60-1).

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EVACUATION SLIDE INFLATION BOTTLE - MAINTENANCE PRACTICES

1. Removal/Installation - Inflation Bottle

NOTE: The following procedures are applicable for the removal and installation of the inflation bottles for the evacuation slides mounted on the passenger and service doors only. To remove the inflation bottle on the Type I emergency exit door slide requires the unpacking and repacking of the slide (see 25-60-1).

A. Remove Inflation Bottle

- (1) Remove evacuation slide from door mounted container and place on a clean, dry surface.
- (2) Loosen tie strap around neck of bottle.

WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (3) Disconnect firing lanyard at quick disconnect fitting.

NOTE: Do not disconnect firing lanyard from bottle.

- (4) Disconnect hose fitting at pressure valve.
- (5) Remove inflation bottle from pocket.

B. Install Inflation Bottle

- (1) Slide bottle into pocket on slide.

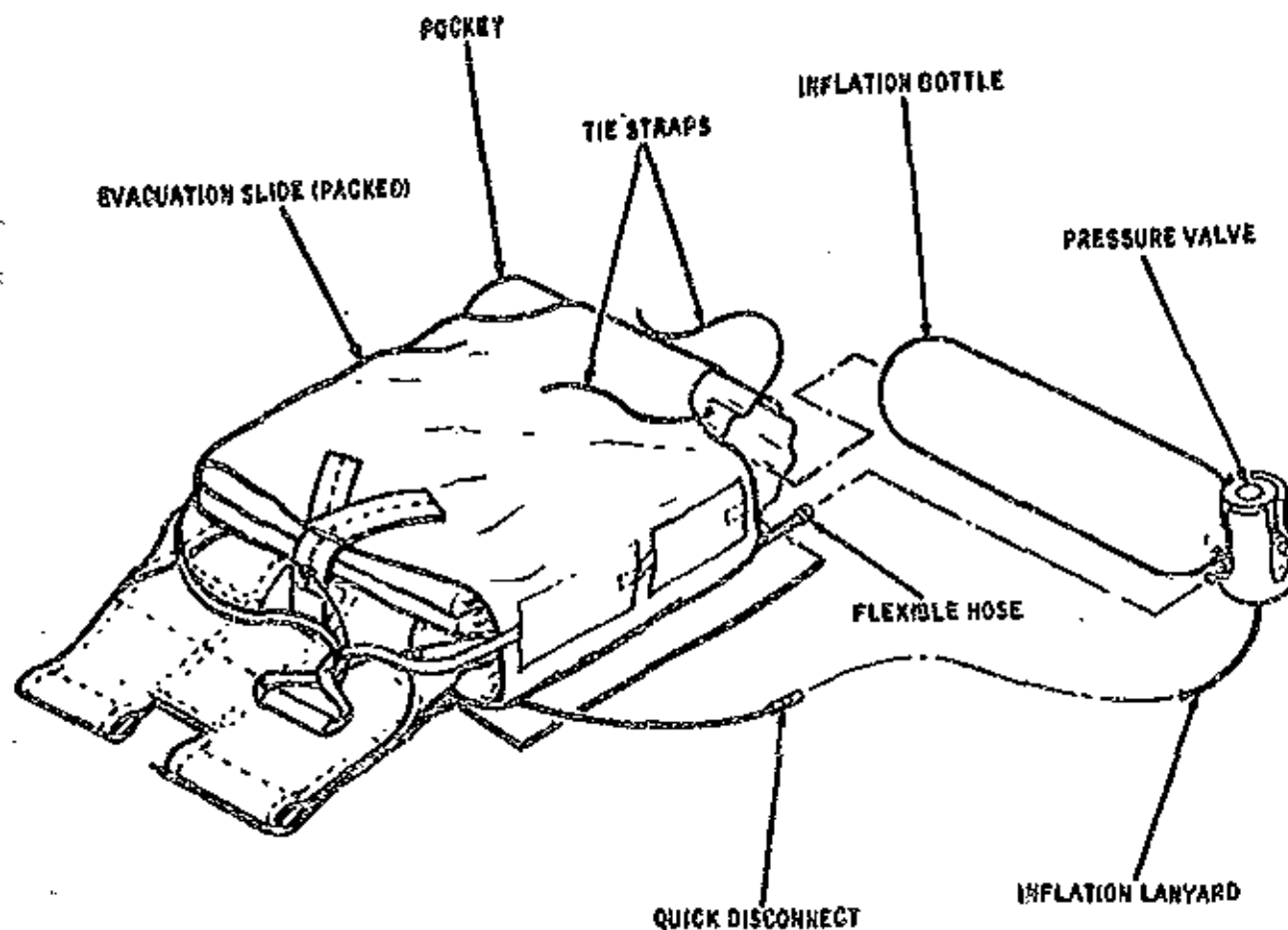
WARNING: TO PREVENT INADVERTENT INFLATION OF SLIDE, BE CAREFUL NOT TO PULL FIRING LANYARD.

- (2) Connect hose fitting to pressure valve.

NOTE: Torque hose fitting to 100 inch pounds.

- (3) Connect firing lanyard to quick disconnect fitting.
- (4) Tighten tie strap around neck of bottle.
- (5) Install evacuation slide into container mounted on door (see 25-60-1).

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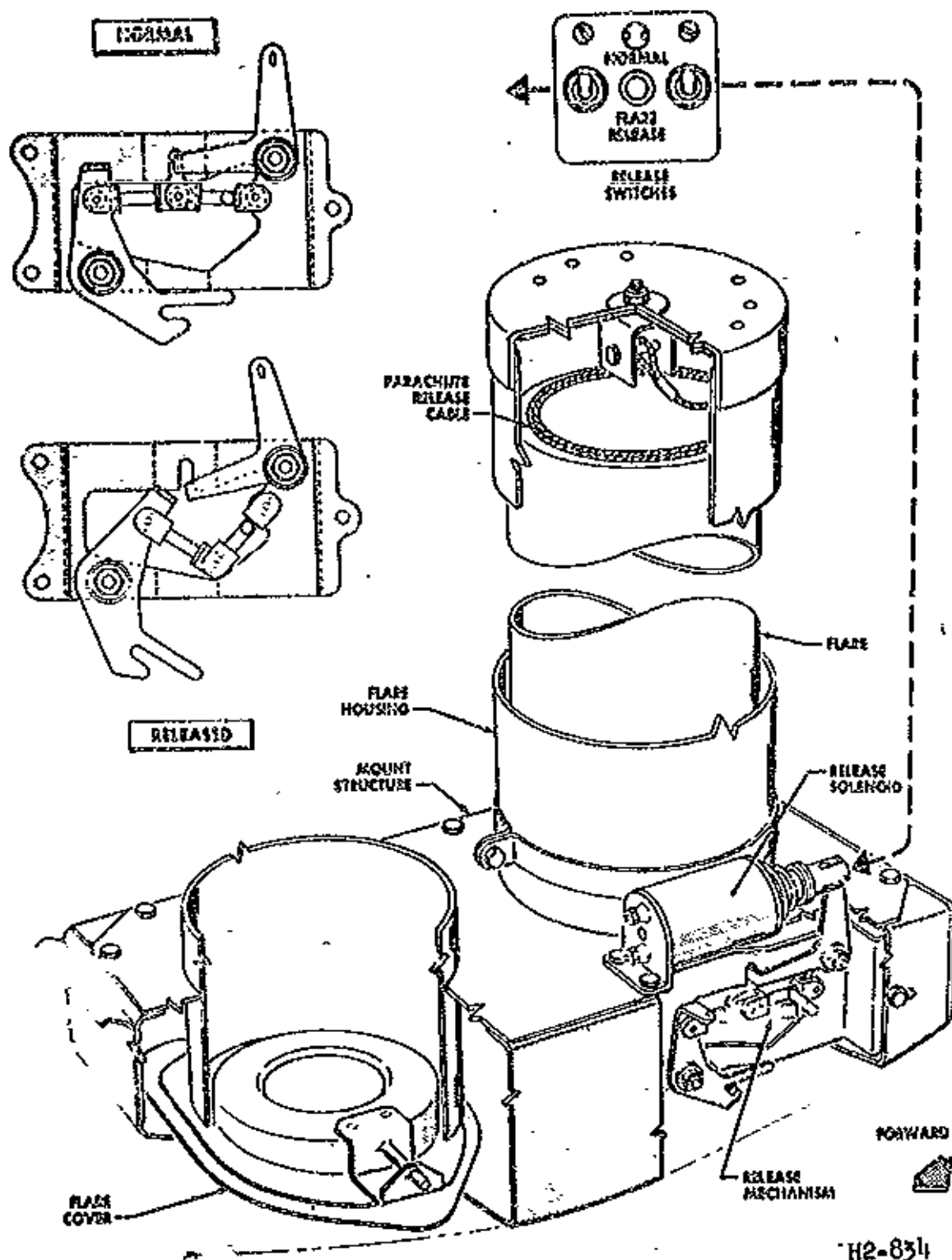
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EMERGENCY FLARE SYSTEM - DESCRIPTION AND OPERATION

1. Description

- A. In the event of an emergency landing at night, a flare system is installed in the airplane. This system, which is electrically actuated, is mechanically operated. It consists of two switches located on the pilots' overhead switch panel, two solenoids in the flare actuating mechanisms, two flare release mechanisms, and two emergency parachute flares. The solenoids, release mechanisms, and flares are located behind the aft pressure bulkhead in the tail section.
- B. The flares are installed in two cylindrical containers constructed of sheet aluminum alloy, lined with felt. The containers are strap mounted to a dual bracket that is enclosed in a fireproof stainless steel box. The flares are individually released by the solenoids. Each solenoid actuates a release mechanism that jettisons the flare cover at the bottom of each flare. The release mechanism is basically a spring-loaded hook and linkage assembly actuated by a solenoid trip lever. A pin welded to the cover seats in the release mechanism hook holds the cover in place. Operating the control switches on the pilots' overhead panel energizes the solenoids to actuate the flare release mechanism, disengaging the hook, releasing the covers, and allowing the flares to fall free. The solenoids receive their power for the No. 1 and 2 release circuits from the left and right d-c emergency bus, through a circuit breaker.
- C. The flare is separated into two sections: parachute container and candle case. It utilizes a parachute with a hangwire, pullout cord, ignition section, black powder, and fuse. The flares are long-duration parachute flares, rated at 300,000 candle power with a minimum burning time of 3 minutes. At 2500 feet, this flare illuminates an area of 1 3/4 square miles. The parachute drop rate is 500 feet per minute.

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FLARE SYSTEM - TROUBLE SHOOTING

1. Trouble Shooting

NOTE: The trouble shooting for both the flares are identical.

Possible Causes	Isolation Procedure	Correction
A. FLARE AND FLARE COVER WILL NOT FALL FREE WHEN FLARE RELEASE SWITCH IS PLACED IN RELEASE POSITION.		
(1) Circuit breaker open.	Check circuit breaker.	Close circuit breaker.
(2) Switch faulty.	With power applied check for voltage across switch.	Replace switch.
(3) Faulty wiring.	Check wiring for shorts and opens.	Rework or replace as necessary.
(4) Solenoid faulty.	Check solenoid for an open in coil.	Replace solenoid.
B. SOLENOID ENERGIZES BUT FLARE COVER AND FLARE DOES NOT FALL FREE OF AIRPLANE. MOCK-UP FLARES SHOULD BE USED FOR THE FOLLOWING CHECKS.		
(1) Release mechanism faulty.	With solenoid energized, check release mechanism latch, see if it is in release position. Check evidence of application of dry lubricant on release mechanism linkage.	Rework or replace as necessary.
(2) Flare cover bent or distorted.	Check flare cover for distortion or dents.	Rework or replace as necessary.
C. SOLENOID ENERGIZES AND FLARE COVER FALLS FREE OF AIRPLANE BUT FLARE DOES NOT FALL FREE OF AIRPLANE.		
(1) Flare tube dented or distorted.	Check flare tube for distortion and dents.	Rework or replace as necessary.

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EMERGENCY FLARE SYSTEM - MAINTENANCE PRACTICES

1. General

- A. The removal and installation procedure for both flares are identical.

2. Removal/Installation Emergency Flare

A. Remove Flare

- (1) Open flare release 1 and flare release 2 circuit breakers located on left and right d-c emergency bus panel (see Chapter 24).

WARNING: TAG AND SAFETY THE CIRCUIT BREAKERS (SEE CHAPTER 20).

- (2) Open access door No. 62.

- (3) Remove flare tube cover.

CAUTION: THE FLARE LANYARD IS ATTACHED TO THE COVER. CARE MUST BE EXERCISED TO LIFT THE COVER ONLY FAR ENOUGH TO DISCONNECT THE LANYARD.

- (4) Disconnect lanyard and remove cover.

NOTE: Two men will be required to perform the following steps.

- (5) Place a man directly under flare cover to maintain pressure on cover and to prevent dropping of flare and cover when released.

- (6) Manually trip flare release actuator (see Figure 201).

CAUTION: MAKE CERTAIN THAT THE LANYARD IS CLEAR AND WILL NOT CATCH IN THE TUBE OR ON THE STRUCTURE BEFORE TRIPPING THE ACTUATOR.

- (7) Remove flare cover and flare.

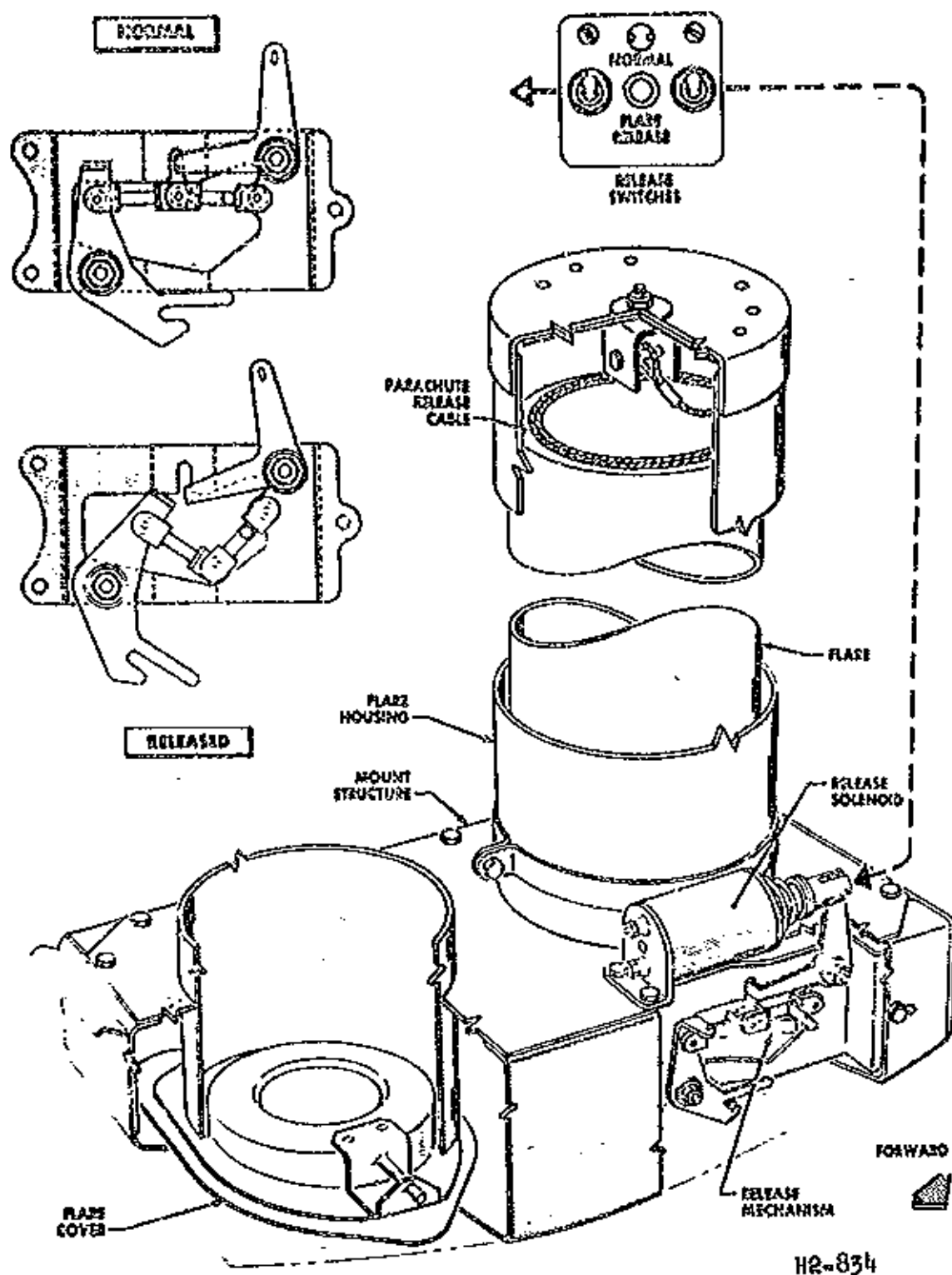
B. Install Flare

- (1) Install flare in flare tube.

- (2) Install cover. To install cover actuator must be tripped. Place cover in position and hit with heel of hand to latch in place.

NOTE: Make certain that the latch is in the over center position by placing finger through the inspection hole and pushing up on the latch assembly. Check to make certain that the latch pin is securely inserted in the latch jaws by looking through the inspection hole.

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- (3) Connect lanyard to flare tube cover.

CAUTION: WHEN ATTACHING THE LANYARD TO THE COVER, CARE MUST BE EXERCISED NOT TO PULL THE LANYARD UP TOO FAR TO PREVENT IGNITING THE FLARE.

- (4) Install cover, and safety with MS 20995H40 lockwire.
- (5) Close circuit breakers.
- (6) Close access door.

C. Test

NOTE: The test for both of the flares are identical.

- (1) Open flare release 1, and flare release 2 circuit breakers located on left and right d-c emergency bus panel.

WARNING: TAG AND SAFETY THE CIRCUIT BREAKERS (SEE CHAPTER 20).

- (2) Remove flares (see Paragraph A).
- (3) Install mock-up flare in No. 1 flare tube (see Paragraph B).

NOTE: Mock-up flares can be made from heavy steel pipe, 4 and 1/2 inches in diameter, 25 1/2 inches long. The mock-up flare should weigh 18 pounds, if the mock-up weighs more drill holes in the pipe to obtain the proper weight.

- (4) Close flare release 1 circuit breaker.
- (5) Apply d-c power to airplane (see Chapter 24).
- (6) Place flare release No. 1 switch in flare release position. Flare cover and mock-up flare should fall free of airplane.

NOTE: Before releasing mock-up flare a method of catching the flare and the flare cover must be provided.

- (7) Repeat steps 3 through 6 for flare No. 2.
- (8) Install flares (see Paragraph B).
- (9) Make certain flare release switches are in normal position and close circuit breakers.

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EMERGENCY TRANSMITTER - DESCRIPTION AND OPERATION

1. Description

- A. The emergency transmitter is a complete portable unit designed to operate with the built-in hand cranked generator which supplies all the power required to operate the unit. The emergency transmitter complete system consists of the following items, two antennas, a kite, two balloons, two hydrogen gas generators, and a signal lamp.
- B. The kite is used to raise the antenna when the wind is above 7 miles per hour. The balloons are used to raise the antenna when the wind is below 7 miles per hour. The hydrogen generators are used to inflate the balloons. The complete system is enclosed in a water-tight bag.
- C. The emergency transmitting system is an AN/CRT-3 or better known as the GIBSON GIRL. The unit transmits on two frequencies, 500 kilocycles or 500 kilocycles and 836 $\frac{1}{2}$ kilocycles alternately depending on the position of the emission switch. The range of the transmitter during the daytime is 5 to 300 miles on 500 kilocycles, and 750 to 1500 miles on 836 $\frac{1}{2}$ kilocycles. The range of the transmitter during the night may be several thousand miles.
- D. The unit is installed in the crew coat room and is held in place with straps that have quick release type fasteners.

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LIFERAFT COMPARTMENTS

1. Description - DC-8-50

- A. The main cabin is provided with eight liferaft compartments, installed behind hinged doors in the drop ceiling. Two are located in the forward, four in the center, and two in the aft drop ceilings. Two dampers are installed on each hinged door to restrict the opening speed. Bungees are installed to close each door when the liferaft is removed. A locking collar snaps over the damper shaft to lock the door in the open position for liferaft loading. The liferaft stowage compartments will accommodate either 20-man or 25-man liferafts.

2. Description - DC-8F-50

- A. The main cabin is provided with nine liferaft compartments, seven removable compartments, and two in the aft drop ceiling. The removable liferaft compartments attach to the stowage racks and to ceiling eyebolts. Bungees are installed to restrict the opening speed and to aid in closing the compartment. The compartment is locked in place by a latching mechanism which connects with the ceiling eyebolts.

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LIFERAFT COMPARTMENTS - MAINTENANCE PRACTICES

1. General

- A. The main cabin has provisions for seven removable liferaft compartments, which may be installed in the stowage racks along each side of the airplane. The compartments will accommodate either the 20- or 25- man liferafts. These maintenance practices apply to the removable liferaft compartments only.

NOTE: A minimum of two men are required to install the compartments with liferafts installed.

2. Removal/Installation of Liferaft Compartment - DC-8F-50

A. Remove Compartment

- (1) Pull operating handle to open latches; rotate compartment downward.

CAUTION: SUPPORT THE WEIGHT OF THE COMPARTMENT.

- (2) Remove liferaft if installed.
- (3) Disconnect restraining straps from bracket support fittings at outboard edge of stowage rack (see Figure 201, Sheet 2).
- (4) Remove cotter pin from hinge tongue (see SECTION C of Figure 201, Sheet 2).
- (5) Support weight of compartment and pull inboard until hinge tongues are free from stowage rack.
- (6) Remove compartment.

B. Install Compartment

- (1) Lift empty liferaft compartment into position (open end of compartment facing inboard) and insert hinge tongues into sleeves in stowage rack (see Figure 201, Sheet 2).
- (2) Insert cotter pins into hinge tongues.
- (3) Connect restraining straps to bracket support fittings.
- (4) Adjust restraining straps to allow compartment to hang downward 47 3/4 (41) inches above and parallel to cabin floor.
- (5) Rotate compartment upward to closed position.

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(6) Adjust compartment without liferaft installed as follows:

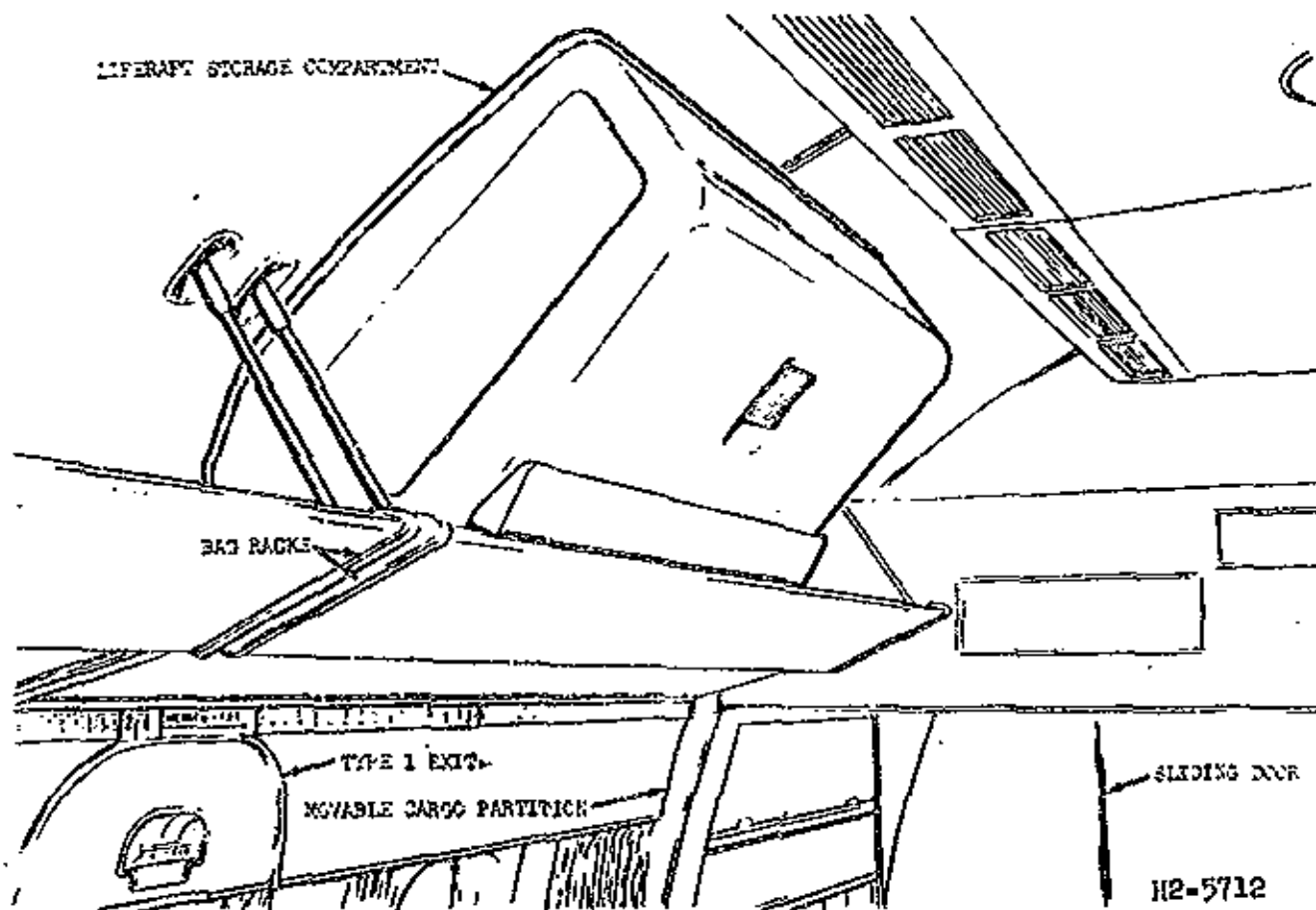
- (a) Pull hinge cover open.
- (b) Loosen thumbscrews in hinge.
- (c) Raise or lower compartment as necessary to engage ceiling latches.
- (d) Tighten thumbscrews.
- (e) Close hinge cover.

(7) Install liferaft in compartment.

NOTE: The liferaft must be installed so arrow will be pointing up after compartment is closed.

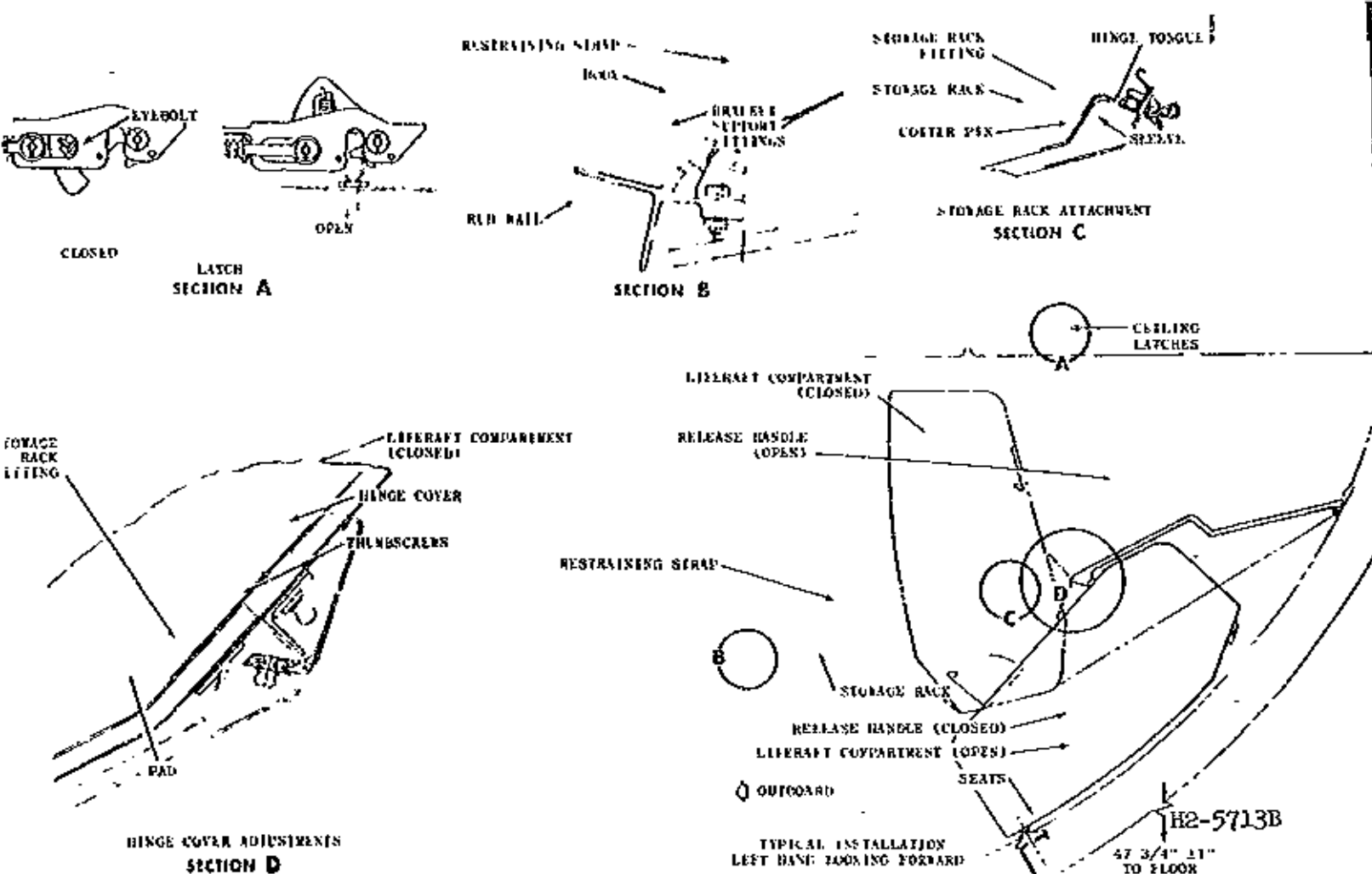
(8) Close compartment and check that latches are engaged. If latches are not properly engaged, readjust compartment (see paragraph (6)) with liferaft installed.

WARNING: ENGAGEMENT OF LATCHES MUST BE POSITIVE TO RETAIN COMPARTMENT IN CLOSED POSITION.



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LIFERAFT COMPARTMENTS - MAINTENANCE PRACTICES

1. General

- A. The main cabin has provisions for removable liferaft compartments, which may be installed in the overhead storage racks along each side of the cabin. The compartments will accommodate either 20 or 25 man liferafts. The following procedures apply to all compartments, as removal/installation is the same.

NOTE: Tag each compartment location and compartment correspondingly for future installation purposes. Keep spacers for each compartment mounting attachment with compartment for future installation or refitting of compartment may be required.

2. Removal/Installation of Compartments

A. Remove Compartment

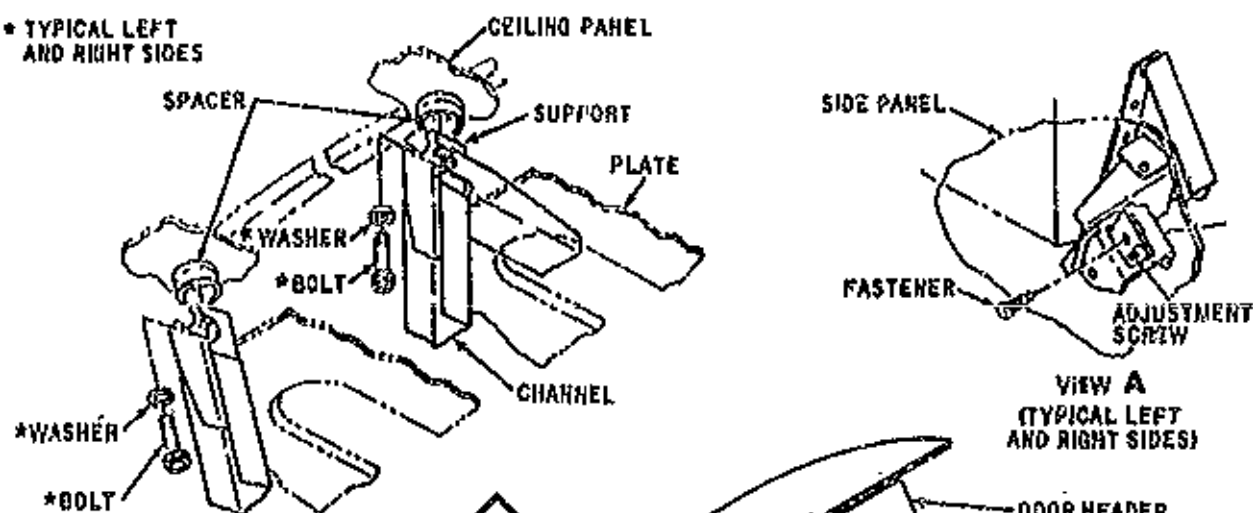
- (1) Unlatch, raise, and remove compartment door.
- (2) Unfasten straps and remove liferafts (if installed).
- (3) Unfasten end panel (pork chop) fasteners and remove end panels.
- (4) Remove attachments securing container to ceiling, and remove container. Retain spacers with container for future installation (mark spacers and their position on container).

B. Install Compartment

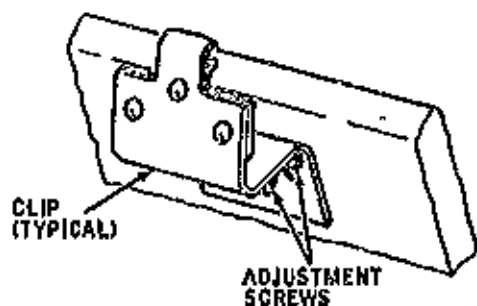
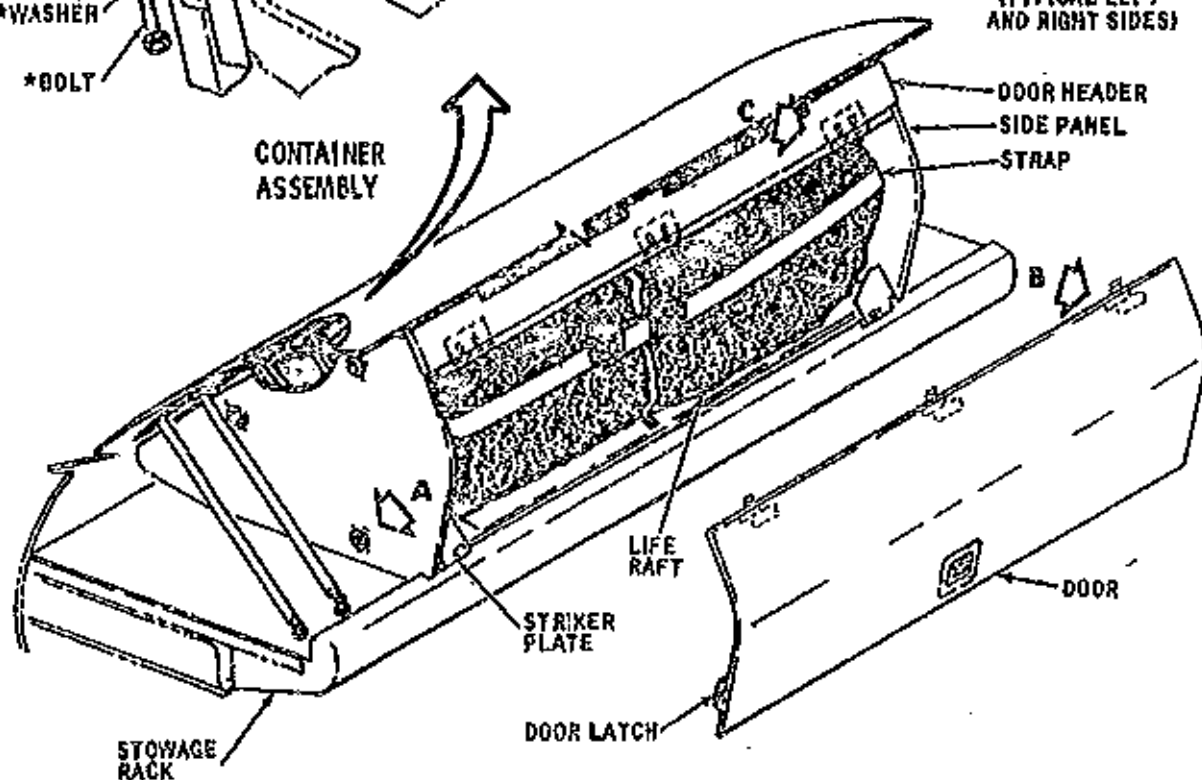
- (1) Position container in overhead bag rack as marked at time of removal, holding spacers in place with taps at ceiling attach points.
- (2) Install attachments through container and spacers into ceiling attach points. Tighten attachments.
- (3) Install end panels (pork chops), secure fasteners, check ceiling gap. Gap should be approximately 3/4 inch.
- (4) Adjust end panel attach brackets as required to acquire desired gap (see Figure 201).
- (5) Adjust both end panels alike.
- (6) Install compartment door and check for proper fairing with end panels.

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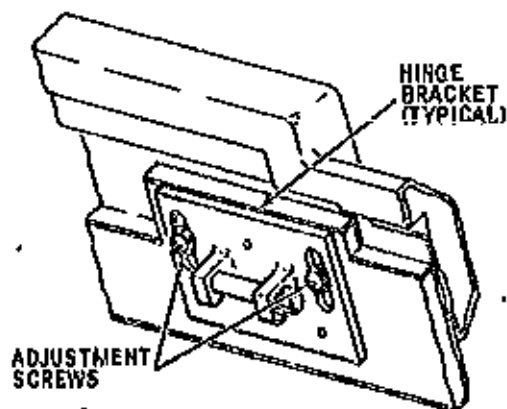
* TYPICAL LEFT
AND RIGHT SIDES



CONTAINER
ASSEMBLY



VIEW B



VIEW C

HA2-7047

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- (7) Adjust door as required by sliding door hinge brackets up or down to obtain desired fit.

NOTE: Insert a piece of rod of proper length and diameter in door header hinge brackets to maintain a straight alignment while adjusting hinges or brackets.

- (8) Tighten adjustment screws after making any adjustments.
- (9) Close door and check door latch operation.
- (10) Adjust door striker plates as necessary to fair door with handrail and maintain positive latching, (see Figure 201).
- (11) Install liferaft in compartment and secure straps.
- (12) Close and latch door.